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ONE SHILLING.

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THE 1917 AUSTRIAN PEACE OFFER DISCLOSURES: THE EX-EMPEROR, WITH HIS WIFE AND CHILDREN, IN EXILE.

The publication in the "Daily Telegraph" of the narrative and letters detailing the secret negotiations instituted by the ex-Emperor Karl of Austria, immediately after his accession, with a view to concluding a separate peace with the Allies, has thrown a flood of fresh light upon a remarkable chapter, hitherto obscure, in the history of the war. The episode gives a favourable impression of the motives and action of the young Emperor. He conducted the negotiations through the Empress Zita's brother, Prince Sixte of

Bourbon-Parma, of whom we give a portrait on another page. Especially interesting was the facsimile of the Emperor's letter to Prince Sixte of March 24, 1917, admitting the French claim to Alsace-Lorraine, whose authenticity was doubted when the French Government published it in April 1918. The negotiations fell through after the Austrian victory at Caporetto, and the Emperor had to repudiate his letter. He married Princess Zita of Parma, in 1911. The group was taken at Prangins, on the Lake of Geneva.

PHOTOGRAPH BY VICTOR CONSOLÉ



By G. K. CHESTERTON.

IT seems that science has made another discovery—or rather, unmade another discovery. For in the sphere of fashionable materialism the whole meaning of progress is finding out that one has made a mistake. Anyhow, I learn from an apparently authoritative paragraph that the men of science have now made some fruitful and final investigations into what is called the criminal type, especially the criminal skull. They have at last thoroughly measured and examined the criminal skull, collected statistics about the criminal skull, counted all the existing examples of the criminal skull, measured it, multiplied it, divided it, and taken away the number they first thought of. And they have now finally discovered that the criminal skull does not exist. The principal object of examining a thing so closely as that is to discover that it does not exist. Men used to make game of metaphysics by saying it was looking in a dark room for a black hat that wasn't there. But the students of metaphysical science are here much less fantastic and futile than the students of physical science. If the metaphysicians look for a hat that isn't there, the materialists have been looking for a head that isn't anywhere.

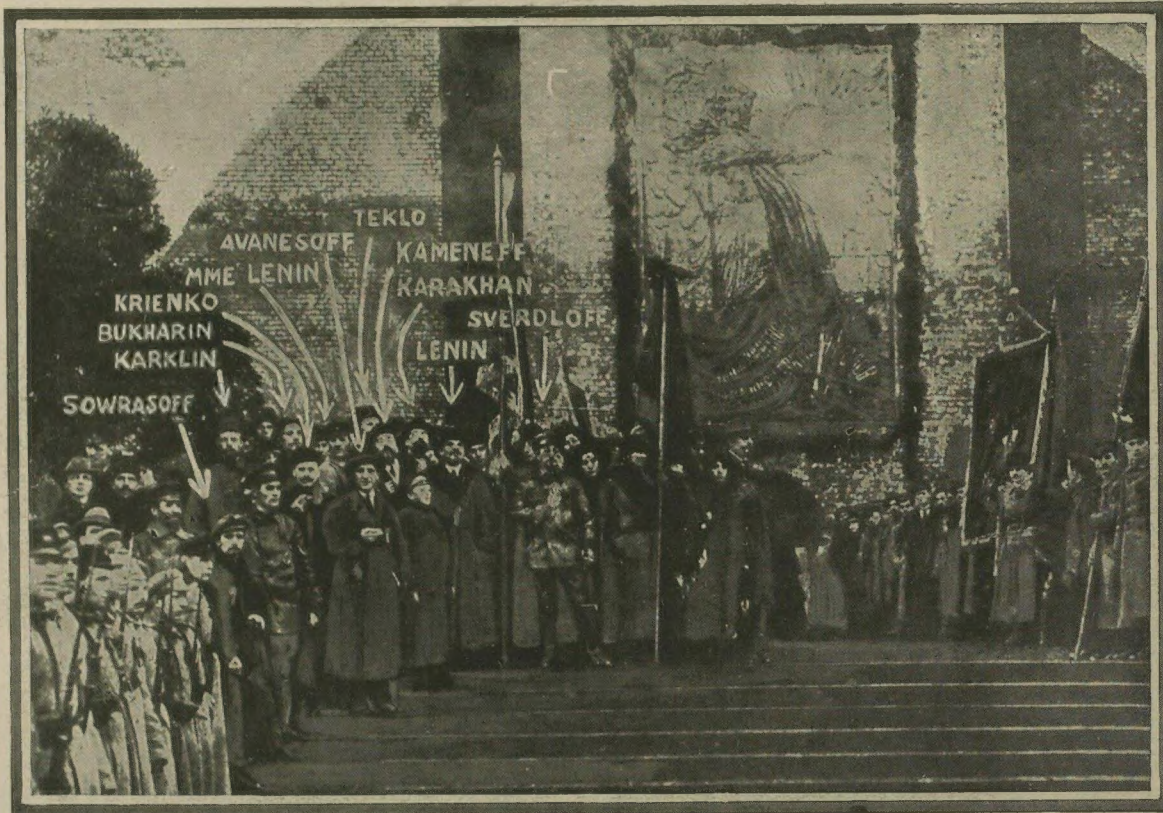
It is a slander to say that science never arrives at any real and true conclusion. It often happens that science arrives eventually at a truth which common-sense has discovered without its aid a long time before. And I submit that it never was necessary to collect or count or measure the skulls of criminals in order to discover that there is no such thing as the criminal skull. Anybody with the rudiments of common-sense can see for himself that there could not possibly be such a thing as the criminal skull. There could not be, for instance, a man who showed by the shape of his head that he would commit a murder, any more than there could be a man who showed by the shape of his head that he would travel through Clapham Junction. There could not be a skull proving that a man killed another man, any more than a skull proving that a man met another man, or entered into conversation with another man. A person might go through Clapham Junction for all sorts of purposes, and a man might commit a murder from all sorts of motives. Almost any man may be stopped in the street to talk, and almost any man may be tempted under certain circumstances to kill. A man may come to kill because he is a spendthrift or because he is a miser; because he is a profligate or because he is a devoted husband; because he is a dull yokel or because he is a delicately organised artist; because he is a drunkard or because he is a fanatic against drink. But the criminologists would not, of course, admit the existence of common-sense. It was not among the organs or measurements of craniology, their new fashion in phrenology. Their own heads exhibited no bump of common-sense, and the average man was sometimes maddened into a desire to produce it artificially. He was moved almost to attacking the criminologists with criminal assault and battery; and if he had murdered them he would, no doubt, have felt his own head and found he had the murderer's skull. I remember Mr. Belloc exploding with such impatience and contempt against the criminological calculations of the late Lombroso. But the only consequence was that even the most acute

and sympathetic critics, such as Mr. Robert Lynd, gently murmured at Mr. Belloc's dictatorial and disdainful way of dismissing that celebrated Italian Jew. Not so, it was suggested, could the angry amateur dismiss the great discoveries of criminology. But now the criminologists themselves have dismissed their own criminology. It is not too much to say that they are really on the road to denying the very existence of criminology. There is no exact science, like geology or physiology; there is only the common-sense of social experience, which has always distinguished conduct as black and white, and most commonly grey. We are no longer dealing with the head of man, drawn out clearly in diagrams, but with the heart of man, deceitful above all things. For merely moral inquiry, like merely metaphysical inquiry, was at least always admittedly concerned with a mystery. If the mystic was a fool to be for ever looking for the hat, at least he confessed that he was still looking for it. But the materialist announced, first, that he had found the head, and then that it was nowhere to be found.

crowd of the children of the poor. Two other ladies, equally philanthropic, visited the institution with the intention of adopting a baby. As they found Mrs. Blankdash had picked up one of the babies and was nursing it, the attention of the visitors was drawn first to this particular child. One of them was much attracted to the infant; but the other, full of a more exact expert information, pointed out that all the contours of the child's head were those which cranio- logists agreed in classifying as the criminal type. And at this, as Mr. W. W. Jacobs would say, there was unpleasantness all round. For the baby happened to be Mrs. Blankdash's own baby, which she had brought out of the nursery on a visit to the *crèche*.

In that case the error was explained in time—if, indeed, it was an error. For, of course, I have no positive scientific proof that Mrs. Blankdash's son did not possess a criminal character. I will only go so far as to affirm confidently that he was never classified in any criminal statistics. And this is itself another source of scepticism from my point of view—a doubt derived from the curious fact that all such awful examples are invariably discovered among people who do not happen to have much money. I should be more disposed to believe that criminology was a science if the criminologists occasionally adorned their books with diagrams of the deformed skulls of depraved millionaires. But, as I have said, the criminologists themselves are in considerable doubt, to say the least of it, about whether there is any such connection between a deformed skull and a depraved mind. At any rate, they are in doubt about whether the practical aberration called crime is necessarily connected with the peculiarities described by what is called criminology. In the instance I have given, then, the error was explained; but in how many hundreds of instances may it have never been explained, but only assumed and acted on? Many a baby as unconscious as Mrs. Blankdash's baby may have been treated as an infant burglar, or even an incipient assassin.

The truth is that science would be all very well if it could be confined to scientists. I have used the word science here in a hostile manner, in a more hostile manner than I really mean, touching the thing considered in itself. But the shadow of science is much darker than science itself; and, what is worse, it is much larger than science itself. The serious students of these subjects adopt hypotheses which they know to be hypotheses—that is to say, guesses. But the best thing about the serious students is that they do not take them quite so seriously. They may be sincere when they make a suggestion, because they may be equally sincere when they unmake it. But it is a horrible calamity that crowds of outsiders should get hold of the suggestion when it is half-made—or, worse still, when it is already unmade. For the public does not so much snatch at what science has suggested as pick up what science has actually thrown away. In short, there is truth in what Tennyson said about science—that she should know her place; and, whatever else it is, it can never be the place of a popular instructor.



LENIN AND OTHER LEADERS IN SOVIET RUSSIA: THE UNVEILING OF A TABLET TO THE FIRST VICTIMS OF THE REVOLUTION.

The tablet, which is on the outer walls of the Kremlin, at Moscow, commemorates the first victims of the Russian Revolution, and was unveiled recently by Commissaries of the Soviet Government.

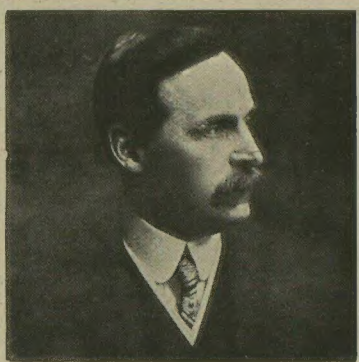
"When all its work is done, the lie will rot." So wrote Coventry Patmore in a bitter mood, but at least with a brilliant intuition of a very valuable half-truth. The more pedantic impostures of current culture are always exploded at last; but a cynic might be excused for suggesting that they are always exploded too late. The investigators may say now that there is probably no such thing as the criminal head; but how many weaker heads may not have been turned or terrified by the current notion that there was? The murderer's skull may be as much of a myth as any lurid and grinning skull that was ever supposed to haunt a room or frighten rustics from a churchyard. But how many scientific townsmen, far more really superstitious than rustics, have not been impressed by it, while its light was still shining and its grin was still triumphant? Sometimes it is only when the child has been frightened to death that the turnip ghost turns out to be a turnip. And some at least of the reproaches urged against such panic in the past can be urged against that paralysing pessimism which science has made fashionable in the present. We do not know how many of the smatterers of popular science have already put into practice the things now exploded in theory. I myself know of a case in which the wife of a philanthropist, a very well-meaning lady whom we will call Mrs. Blankdash, presided over a *crèche* in which were collected a whole

NEW YEAR HONOURS, NEW M.P.'S, AND OTHERS: MEN OF THE MOMENT.

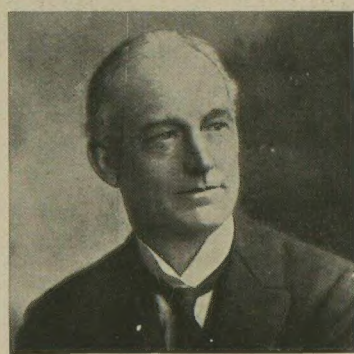
PHOTOGRAPHS BY ELLIOTT AND FRY, LAFAYETTE, SARONY, HUGH CECIL, L.N.A., RUSSELL, SWAINE, AND TOPICAL.



A NEW KNIGHT: SIR ERNEST A. WALLIS BUDGE, LITT.D., F.S.A.
Sir E. A. W. Budge is Head of the Assyrian Departments of the British Museum.



A NEW BARON: SIR BERTRAND EDWARD DAWSON, M.D., F.R.C.P.
Sir Bertrand Dawson is Physician to the King, and to the London Hospital.



A NEW BARON: SIR GEORGE ALLARDYCE RIDDELL, BT.
Sir George Riddell was in charge of the Press during the Peace Conference.



A NEW BARONET: SIR WALTER HARRY EVANS, BT.
Sir W. H. Evans is Managing Director of Messrs. Evans, Engineers, Wolverhampton.



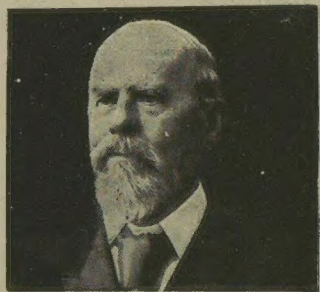
A NEW M.P. (FOR BROMLEY): LIEUT.-COL. CUTHBERT JAMES
Lieut.-Col. James (Co. Un.) had a majority of 1071 over the Labour candidate.



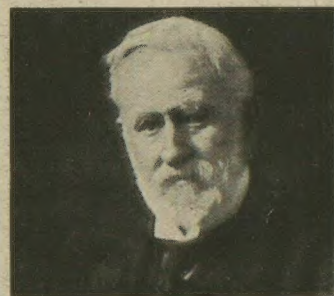
A NEW BARON: THE RIGHT HON. SIR ALBERT HENRY STANLEY, M.P.
Sir Albert Stanley became President of the Board of Trade in 1910, the same year that he was elected M.P. (Coalition Unionist) for Ashton-under-Lyne. He was for twelve years General Manager of American Electric Railways.



A NEW M.P. (FOR SPEN VALLEY, YORKS): MR. TOM MYERS.
Mr. Myers is an official of the Dewsbury Pioneer Co-operative Society.



RESIGNED: SIR JOHN SANDYS, PUBLIC ORATOR AT CAMBRIDGE.
Sir John held office for 43 years and delivered 700 Latin speeches.



ONCE AMBASSADOR TO BERLIN: THE LATE SIR F. LASCELLES.
Sir Frank Lascelles, who died on Jan. 2, was at Berlin from 1895 to 1908.



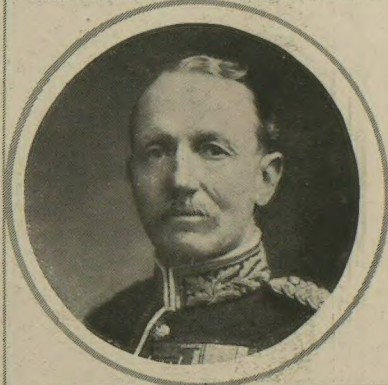
A NEW BARONET: SIR JOHN TRAILL CARGILL, BT.
Sir John Traill Cargill, Bt., is Chairman of the Burmah Oil Company.



RETREATING BEFORE THE BOL-SHEVISTS: GENERAL DENIKIN.
It was stated on Jan. 6 that the Bolshevik left was sweeping towards the Caucasus.



RETREATING BEFORE THE BOL-SHEVISTS: ADMIRAL KOLTCHAK.
It was stated on Jan. 6 that the Bolsheviks were 700 miles east of Omsk, Siberia.



THE NEW BLACK ROD: LT.-GEN. SIR W. P. PULTENEY.
General Pulteney has been appointed Gentleman Usher of the Black Rod.

The continued advance of the Bolsheviks on both fronts in Russia, against General Denikin's forces in the south-west and those of Admiral Koltchak in the east, is being watched with grave anxiety in Europe. It was stated on January 1 that, in view of the Bolshevik advance in Siberia, and the risings against the Koltchak Government at Irkutsk, an understanding had been reached between the United States, the Allies, and Japan, that

stronger Japanese forces should be sent to Siberia to check the Bolsheviks. At the same time, it was reported that General Semenov, Hetman of the Cossacks in the Lake Baikal region, had been appointed Commander of the Russian forces in the region from Irkutsk to the Amur. On January 6 it was stated that Japanese troops were holding the line of the River Angara before Irkutsk.

WHERE TO EAT A DINNER WITH CHOPSTICKS À LA

DRAWN BY S. BEGG.

CHINOISE: A RESTAURANT IN LONDON'S CHINATOWN.



WHERE THE FARE INCLUDES FRIED NOODLE, SHARKS' FINS, SEA SLUGS, AND SAVOURIES OF

In Soho and thereabouts one may dine in the Japanese or Indian manner, but to find a real Chinese restaurant it is necessary to journey to the East End, to the purlieus of Limehouse and the West India Dock Road, where is London's Chinatown. It is a much more orderly and law-abiding quarter than those of New York or San Francisco. We illustrate here a typical Chinese restaurant, very clean, frequented largely by sailors and stevedores from ships trading with China. The better-dressed ones would be stewards, while the smaller room in the background is apparently used by a rather higher class, such as clerks or students. The menus and notices are in Chinese characters, and from the ceiling hang two big Chinese lanterns and bunches

BAMBOO SHOOTS: A TYPICAL EATING HOUSE IN THE CHINESE QUARTER OF THE EAST END.

of paper flowers. On the wall to the left is a penny-in-the slot machine, with a lucky spinning ball, which brings much profit to the proprietor. On the occasion illustrated, the bill of fare included fried omelette and prawns, mushrooms and pork soup, boiled rice, fried noodle with prawns and mushrooms, noodle with chicken soup (a favourite dish), and Sweet Kow mixed prawns. Other dishes served are Chinese mushrooms, sharks' fins, sea slugs, and savouries of chicken and young bamboo shoots. Chopsticks are, of course, used by the native habitués, though foreign visitors are provided with knife and fork, a Chinese spoon, and a paper table napkin.—[Drawing Copyrighted in the United States and Canada.]

A SURVEY OF THE LONDON STAGE: PLAYS WHICH ARE DRAWING BIG HOUSES.

PHOTOGRAPHS BY STAGE PHOTO CO., FOULSHAM AND BANFIELD,

AND MALCOLM ARBUTHNOT AND DOROTHY WILDING.



"THE BIRD OF PARADISE": DOROTHY DIX (CENTRE) AND FISHER WHITE (STANDING, CENTRE).



"THE MERCHANT OF VENICE": MAURICE MOSCOWITCH AS SHYLOCK.



"BABY BUNTING": WALTER CATLETT AND A DANCER.



"THE VOICE FROM THE MINARET": MARIE LOHR; NORMAN MCKINNEL; HENRY VIBART; ARTHUR WONTNER.



"WHO'S HOOPER?": W. H. BERRY AND CICELY DEBENHAM.



"THE CHOICE": VIOLA TREE AND GERALD DU MAURIER.



"TIGER ROSE": MARJORIE CAMPBELL.



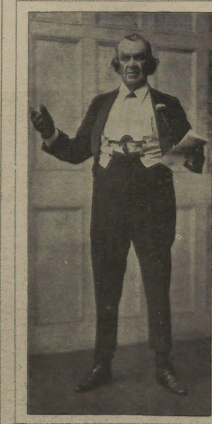
"KISSING TIME": LESLIE HENSON; TOM WALLS; YVONNE ARNAUD; AND GEORGE GROSSMITH.



"HOME AND BEAUTY": LOTTIE VENNE; CHARLES HAWIREY; MALCOLM CHERRY; AND GLADYS COOPER.



"ABRAHAM LINCOLN": WILLIAM J. REA.



"TILLY OF BLOOMSBURY": ARTHUR BOURCHIER.



"LORD RICHARD IN THE PANTRY": CYRIL MAUDE AND CORNIE EDISS.



"MAGGIE": GEORGE GRAVES.



"THE ECLIPSE": TEDDIE GERARD AND ALFRED LESTER.



"SACRED AND PROFANE LOVE": FRANKLIN DYALL.



"THE CRIMSON ALIBI": A. E. GEORGE; KYRLE BELLEW; RAY RAYMOND.

The successful plays now running in town are varied. Musical comedy holds its own—so does "sugary" comedy—but plays of really solid worth have also received the seal of public approval. For instance, "Abraham Lincoln," John Drinkwater's historical play, has been running for many months at the Lyric Theatre, Hammersmith, with Mr. William J. Rea playing the lead; and Mr. Maurice Moscovitch, in "The Merchant of Venice," has drawn all London to see him as Shylock. Naturally, our selection of photographs does not cover all the successful plays now running, but it gives a representative selection of sixteen successful pieces. The picture of "The Bird of Paradise," at the Lyric, shows the chanting of the "prayer to keep a husband's love"; that of Mr. Walter Catlett and a dancer in "Baby Bunting," at the Shaftesbury, illustrates one of the burlesque dances of the new American comedian; the pictorial moment chosen from Mr. Robert Nichols' play, "The Voice from the Minaret," at the Globe, is the big scene when Lady Caryll (Miss Marie Lohr) leaves her brutal husband (Mr. Norman McKinnel). "Who's Hooper," at the Adelphi, gives Mr. W. H. Berry a fine part fitted to his special humorous genius. "The Choice," at Wyndham's, is a "topical" drama built up round strikes and post-war problems of unemployment. "Tiger Rose," at the Savoy, is largely a personal success for Miss Marjorie Campbell. "Kissing Time," at the Winter

Garden, has an extremely strong cast. Our photograph gives one of the merry moments provided by Mr. Leslie Henson, Mr. George Grossmith, Mr. Tom Walls, and Miss Yvonne Arnaud. Mr. Cyril Maude has chosen an old-fashioned farce in which to make his welcome reappearance in town, and makes a delightful figure disguised as a butler, as our picture shows. He is much aided by Miss Connie Ediss. Mr. George Graves and Miss Winifred Barnes are the two "stars" in "Maggie," the musical comedy at the Oxford. "The Eclipse," at the Garrick, gives Miss Teddie Gerard the opportunity of wearing some wonderful clothes and of showing her abilities as an actress, and provides Mr. Alfred Lester with a "gruesome comic" part which suits him admirably. Mr. Charles Hawtrey has found a real, thriving success in "Home and Beauty," which has one of the strongest casts of any play in town. "Tilly of Bloomsbury" is Ian Hay at his most sentimental, but that, again, has captured the public fancy, and continues to draw big houses nightly to the Apollo. "Sacred and Profane Love," Mr. Arnold Bennett's play at the Aldwych, gives Mr. Franklin Dyll the opportunity of some fine acting as the morphia maniac; and "The Crimson Alibi," at the Strand, is a murder mystery which really is murderous and mysterious.

SEDITION, DIPLOMACY, AND SCIENCE: A MISCELLANY OF TOPICS.

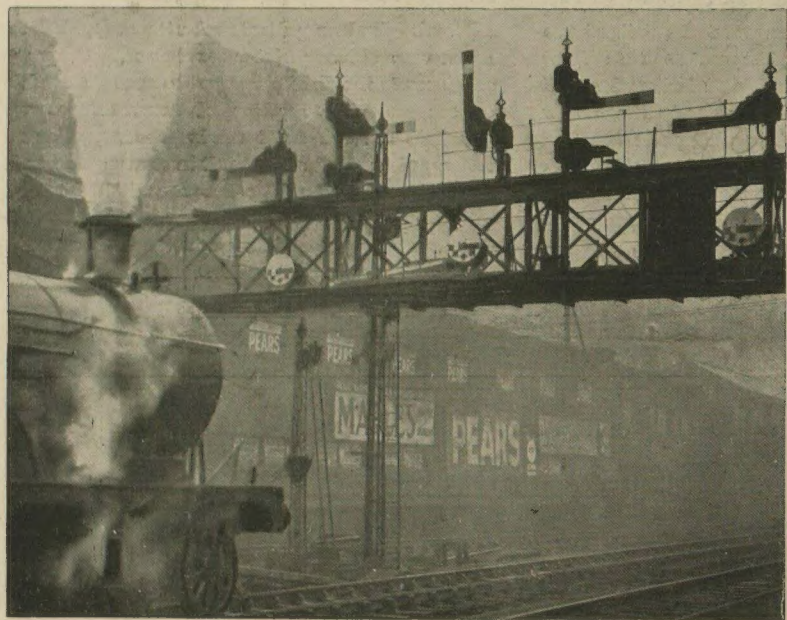
PHOTOGRAPHS BY TOPICAL, C.N., L.N.A., AND SPORT AND GENERAL.



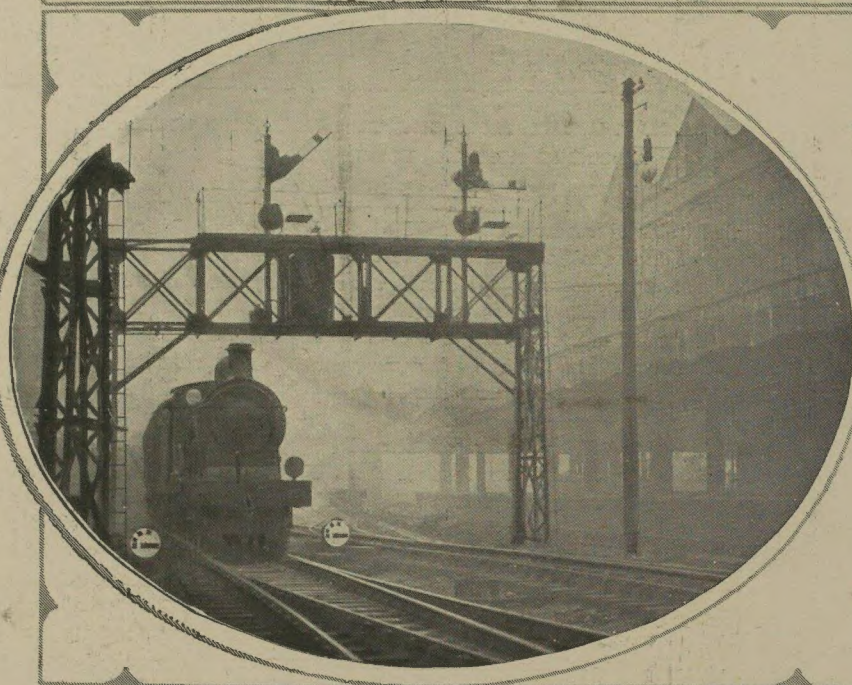
THE SINN FEIN RAID ON CARRIGTWOHILL POLICE BARRACKS
THE WRECKED BUILDING AND A CAPTURED SINN FEIN CAR.



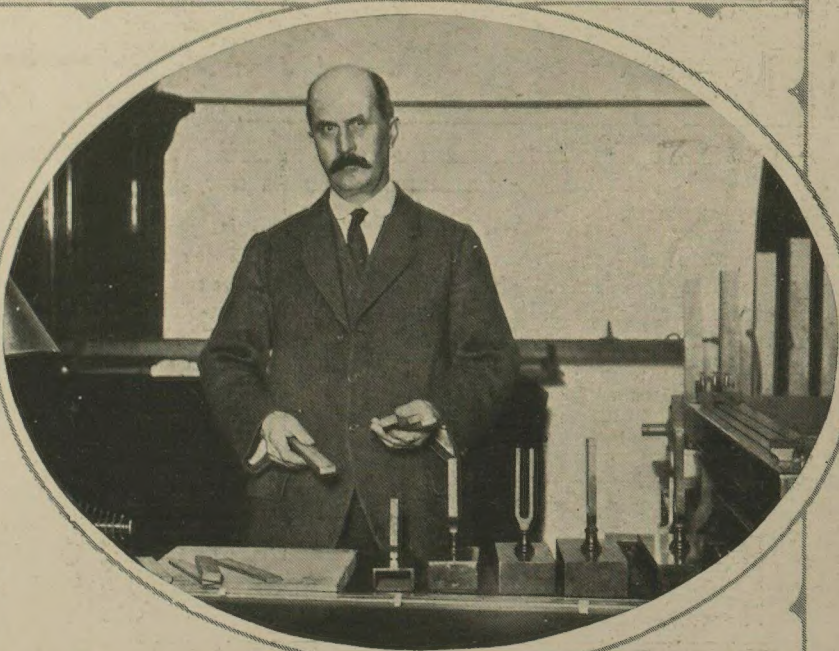
BLOWN UP WITH GELIGNITE BY THE SINN FEINERS: THE DAY-
ROOM AT CARRIGTWOHILL POLICE BARRACKS.



NEW SIGNALS ON THE S.E. AND C.R.: THE CHATHAM EXPRESS
LEAVING VICTORIA, WITH THE SIGNAL (VERTICAL) "ALL CLEAR."



WITH THE SIGNAL (ON THE LEFT) IN THE NEW POSITION (45 DEG.)
INDICATING DANGER AHEAD: A LOCAL TRAIN AT VICTORIA.



RUNNING UP THE SCALE BY DROPPING PIECES OF WOOD ON
A SLATE: PROF. BRAGG LECTURING ON "SOUND AND MUSIC."



THE ITALIAN PREMIER'S ARRIVAL: (L. TO R.) SIGNOR NITTI,
SIGNOR SCIALOJA (BEHIND), MR. LLOYD GEORGE, AND LORD CURZON.

The Police Barracks at Carrigtwohill, eight miles from Cork, were attacked by about 300 armed Sinn Feiners (who had previously cut the telegraph wires) at about 10 p.m. on January 3. The building was pluckily defended by a sergeant and five constables. The raiders blew up part of the barracks with gelignite, rushed the building, captured the defenders, whom they handcuffed, and made off with all the arms and money (£115) they could find.—The South-Eastern and Chatham Railway have installed a new "three-position" signalling system at Victoria. The horizontal position and the red light, as

usual, stand for danger, but the signal moves upward to starting position showing a white light to indicate "clear to next signal." This is known as "the 45-degree position."—Prof. W. H. Bragg, Quain Professor of Physics in the University of London, gave some interesting and amusing demonstrations in his lecture on "Sound and Music" at the Royal Institution on January 1, and in a further lecture, "Sounds of the Town," on January 4.—Signor Nitti, the Italian Premier, and Signor Scialoja, the new Foreign Minister, arrived at Charing Cross, from Paris, on January 5, and were met by Mr. Lloyd George.

AUSTRIA'S PEACE OFFER OF 1917: THE EMPEROR KARL'S INTERMEDIARY.



THE PUBLICATION OF THE LETTERS BETWEEN THE EX-EMPEROR OF AUSTRIA AND HIS BROTHER-IN-LAW: PRINCE SIXTE OF BOURBON-PARMA (OF THE BELGIAN ARMY), WITH HIS BRIDE.

Great interest has been aroused by the publication in the "Daily Telegraph," in facsimile and otherwise, of the series of letters and interviews between the ex-Emperor Karl of Austria and his wife's brother, Prince Sixte of Bourbon, which preceded the Austrian offer of a separate peace in May 1917. In particular the facsimile reproduction of the Emperor's letter of March 24, 1917, to Prince Sixte, in which he recognised the justice of the French claim to Alsace-Lorraine, has disposed of the doubts that were expressed as to its authenticity when the French Government published it in

April 1918. Preliminary meetings with the Emperor's emissary took place in Switzerland, and the letters then describe vividly the events which followed, including Prince Sixte's interviews with the Emperor and Empress, Count Czernin, President Poincaré, other French statesmen, and Mr. Lloyd George. Prince Sixte was accompanied to Vienna by his brother, Prince Xavier. They both served in the Belgian Army during the war. Our photograph of Prince Sixte was taken on the occasion of his wedding recently to Mlle. Hedwige de la Rochefoucauld, daughter of the Duc de Doudeauville.

THE WORLD OF FLIGHT

AIRCRAFT POSSIBILITIES IN SCANDINAVIA.

By C. G. GREY,
Editor of "The Aeroplane."

IT would seem that there are very great opportunities for doing business with British aeroplanes in Scandinavia, if the British Air Ministry and the British Aircraft Industry combine to set about getting that business in the right way. Until 1917 or thereabouts it was an undisputed fact that British seaplanes were far in front of any others in the world; but during the latter part of 1917, and thence till the end of the war, the ordinary pontoon-float seaplane was very much neglected in favour of the big multiple-engined flying-boat, and this lack of perception on the part of our technical department resulted in giving the German a chance of pulling level with our people in the matter of seaplanes. It was not that the best German seaplane was ever quite as good as the best British seaplane, but that the best German seaplanes were very good and there were immense numbers of them, with the result that Scandinavian seafaring people were mightily impressed by them. So it came about that at the end of the war the Scandinavians were already prepossessed in favour of German aeroplanes in general, and seaplanes in particular.

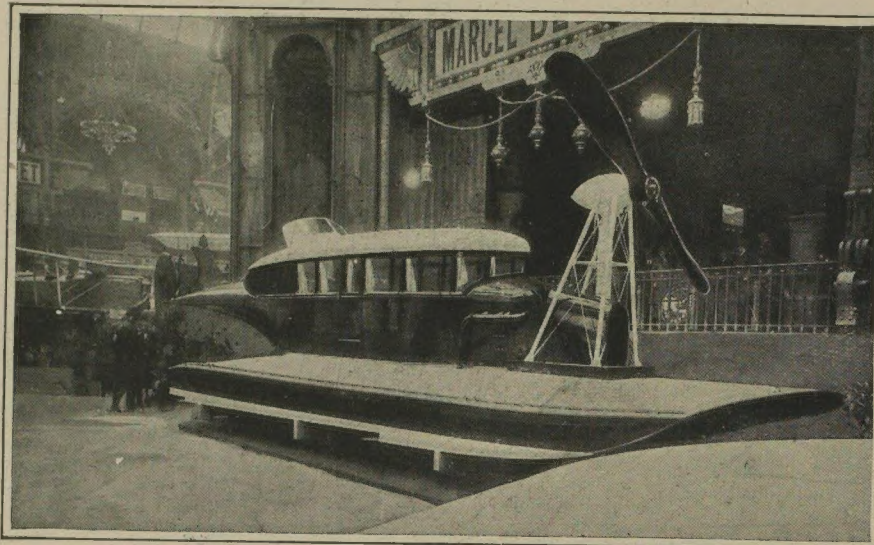
Now, Scandinavia is particularly suited for seaplane services. The long, indented coast-lines of Norway and Sweden, and the island formation of Denmark afford excellent sheltered water for starting and alighting. In Norway especially, seaplanes would provide very much the quickest means of communication between the numerous coast towns. In many cases there are no roads or railways, and where there are the distances round the various arms of the sea are immensely greater than the straight line over the hills between one inlet and the next. A letter recently received from a prominent Norwegian puts the position very plainly. He says that in Norway more than in any other country

He reminds us that when the Germans start building aircraft again they will sell them at cost price, or even less, in order to secure the market, and will set about making profits afterwards. Loss of time, he states emphatically, means loss of reputation for British aviation and the loss of wages for thousands of British aircraft workers. This loss, he points out, is by no means small, for, according to the routes already arranged on the map, machines will be needed for 800 to 1000 hours' flying per day, something in the region of 10,000 kilometres—or, roughly, 6000 miles—having to be covered daily. Allowing 300 miles as the trip for each machine, this means twenty machines in use per day. And this, including machines in reserve, machines under repair, and machines being overhauled, must mean a total fleet of something like a hundred machines, which will have to be replaced altogether probably once every two years.

This Norwegian correspondent suggests also that there are distinct possibilities in Norway for the little airships of the type familiarly known in this country as "Blimps," as well as for the bigger and faster "Coastal" and "North Sea" types. On some routes the direct line passes over long stretches of land, which make it impossible, or at any rate very risky, to use seaplanes or flying-boats; and the nature of the country makes it almost equally impossible to use land-going aeroplanes, as they would certainly crash in landing. Thus airships are more suitable than heavier-than-air craft, and even with their comparatively slow speed they are much faster than any other means of conveyance. There are some hundreds of these little airships, formerly belonging to the Navy, stored in various airship stations all round the coasts of Great Britain. One hears that in many cases the deflated and folded envelopes have been destroyed by rats, which have nested in the folds and have eaten into the fabric. But the engines and cars and all the other gear survive, and new envelopes would cost comparatively little.

Surely it would be good business for the Disposal Board to offer these airships to Norway at a very low price, if only to get British goods into the Norwegian market. And similarly it would be good business in the end to present to Norway a few of the surplus seaplanes and flying-boats which are now lying rotting. One knows that this has been done by and to other nations. For example, a

correspondent in Sweden writes to say that certain Italian aviators who were recently demonstrating Italian flying-boats at Stockholm, having completed their demonstrations, presented one of their boats to the Swedish Navy, and departed with much good-will, several Swedish decorations, and their remaining flying-

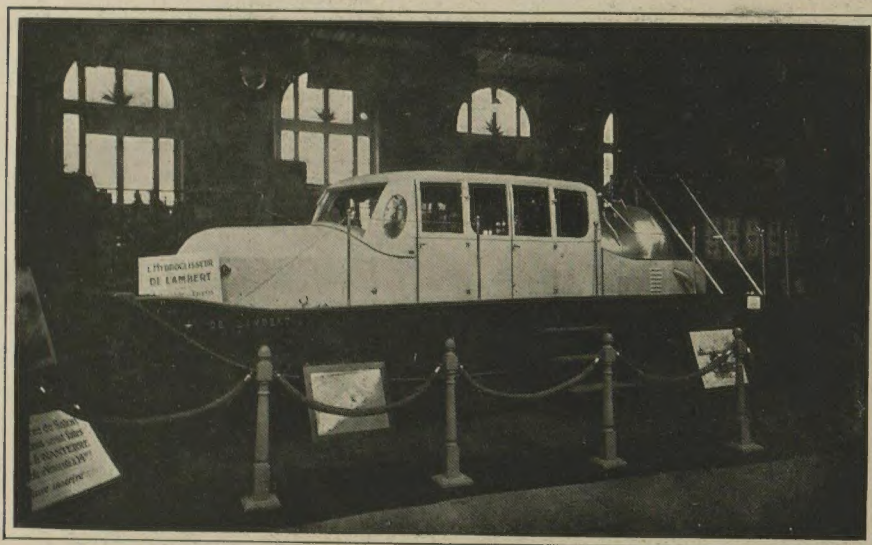


A FRENCH HYDROPLANE AT THE PARIS AIRCRAFT EXHIBITION:
THE MARCEL BESSEY GLISSEUR LIMOUSINE.

Photograph by Branger.

boat to Helsingfors, where it was their intention to give further demonstrations and to present the boat to the Finnish Government. It seems strange that, if an allegedly poverty-stricken nation like Italy can afford to set about getting future business in such a way, we, with our thousands upon thousands of surplus aircraft, cannot do something of the sort.

It will be remembered that several months ago a British flying-boat belonging to the R.A.F. visited Stockholm and Helsingfors. Something of a stir was made about it by the Air Ministry in the form of communiqués. But one's correspondent in Sweden says that, so far as anybody in Stockholm was concerned, the British boat might never have been there. He himself flew down the harbour to look for it, and only found it with difficulty. It did not fly over Stockholm. None of the Stockholm notabilities went to see it, and it only remained a day or two. Compare this with the Italians, who remained for weeks flying about the place, entertaining and being entertained, and finally presenting one of their boats to Sweden. Also compare it with the methods of the Germans, who are prepared to sell a perfectly good seaplane or land-going aeroplane for a matter of £200 or £300 in order to start a market, when we want £2000 or £3000 for a machine of just about the same class. Has it ever occurred to those who dictate our policy that the more cheap but sound obsolescent machines we sell cheap the more new-type machines we shall sell at a high price? The more Fords there are on the road the more those who can afford it buy Rolls-Royces.

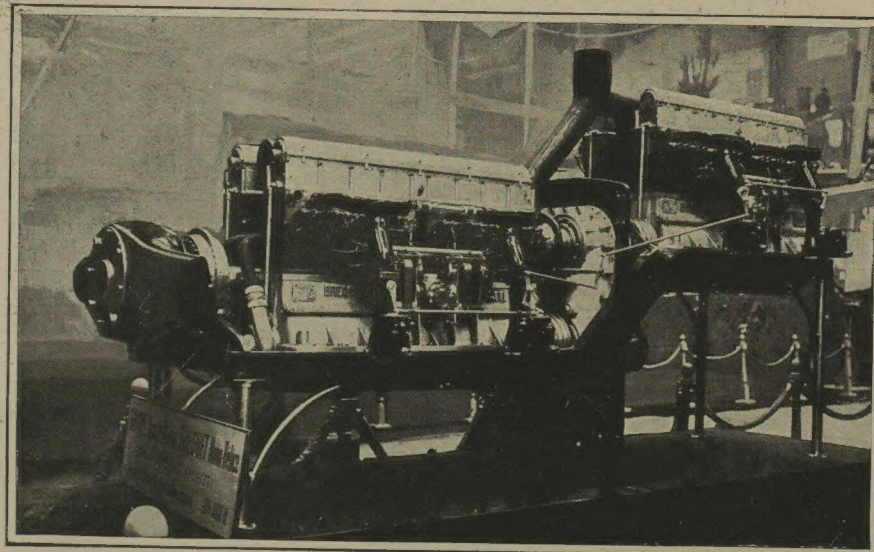


A FRENCH HYDROPLANE AT THE PARIS AIRCRAFT EXHIBITION:
THE DE LAMBERT HYDROGLISSEUR.

Photograph by Branger.

commercial air routes are of great interest, because other communications are scarce and very slow, owing to the high cost of railway building. Railways cost up to £24,000 per mile of line, and it takes six or seven days to travel from one end of the country to the other.

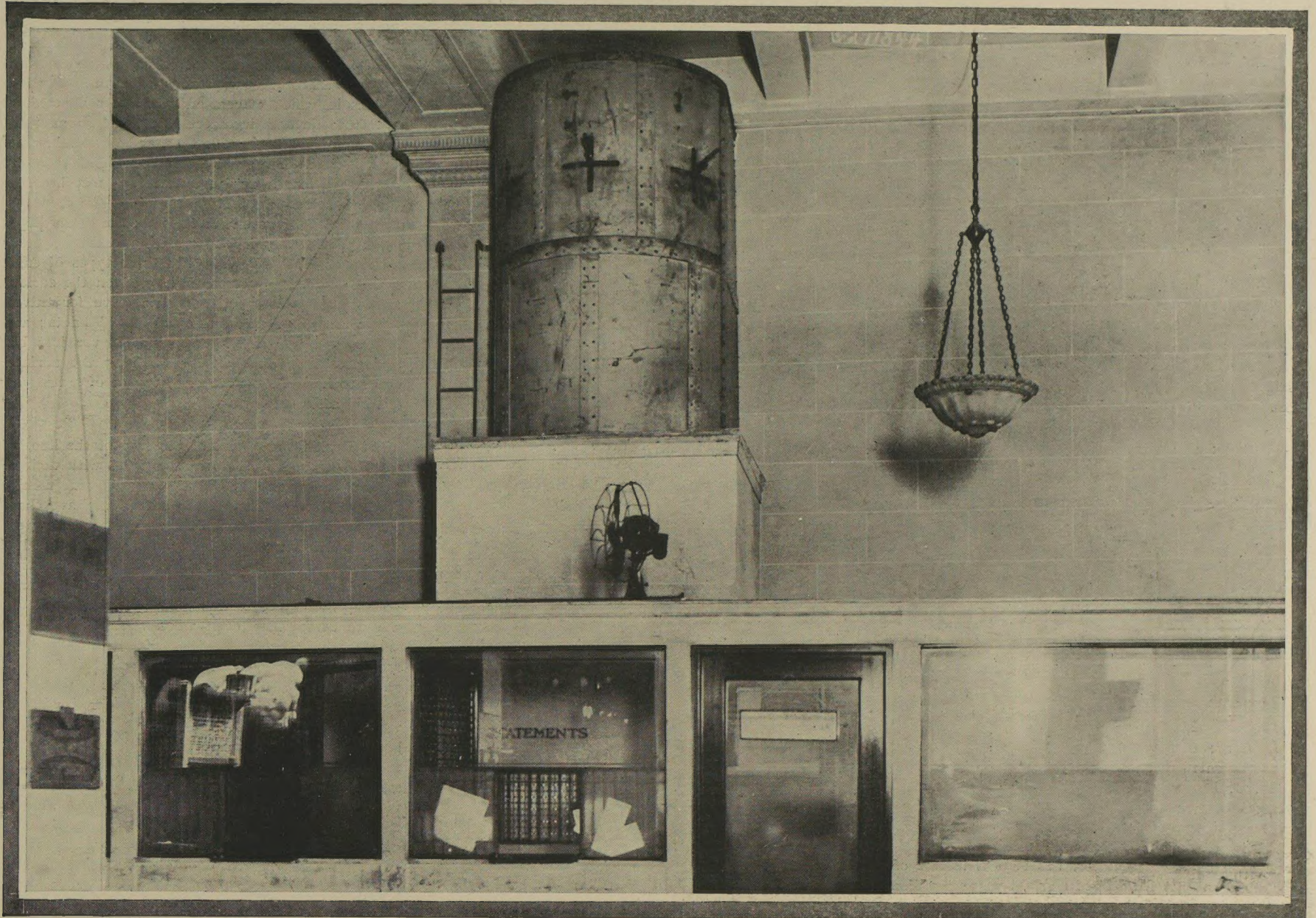
According to him, great work is now being done by the Norwegian Government and private firms in the hopes of using aircraft for postal and passenger work as early as possible. A Government Commission has been appointed with this object. But, as he says, the biggest question is, Where shall Norway get the aircraft? The Norwegian naval aviators know a good deal about British seaplanes and flying-boats—certain Sopwith "Baby" seaplanes supplied to Norway during the war did much flying—and so these aviators would prefer to stick to British machines. But, he says, all other aircraft-manufacturing nations are working hard to get the Norwegian market, and the British are doing nothing. In the view of this Norwegian, our prices are far too high, considering that he knows we have hundreds of seaplanes and of our big flying-boats stowed away at different R.A.F. stations doing nothing and merely rotting to pieces. He says that £10,000 is too much for a flying-boat when the two engines together can be bought brand-new for £2800.



A FRENCH AERO ENGINE DEVELOPING 800 TO 1000 H.P. THE BRÉGUET
AND BUGATTI QUADRI-MOTEUR.—[Photograph by Branger.]

CHECKING THE BANK-THIEF: STEEL "PILL-BOXES" GUARD VALUABLES.

PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD; DRAWING BY H. W. KOEKKOEK, BY COURTESY OF "POPULAR MECHANICS."



WITH GUNS COVERING THE WHOLE OF THE FLOOR-SPACE: THE LOOP-HOLED STEEL "PILL-BOX" IN A BRANCH OF THE PACIFIC BANK (N.Y.).



COMMANDING THE INTERIOR AND ALL THE EXITS: THE ARMoured "FORT" OF A CHICAGO BANK—SEEN IN SECTION.

We have had our bank "hold-ups" in this country of late; but matters would appear to be a good deal more serious in the United States. The first of our illustrations shows a precaution against armed bank-robbers taken by the branch office of the Pacific Bank, in Seventh Avenue and 49th Street, New York. As the photograph shows clearly, the interior of the bank is defended by a steel, loop-holed, "Pill-box," whose two guards

can cover the whole floor. The second picture shows a somewhat similar device employed in an outlying district of Chicago, where bank robberies have been very frequent. In this case, the "Pill-box" replaces a large window at a strategic corner, and the guards on duty can command not only the interior of the bank, but all the exits.—[Drawing Copyrighted in the United States and Canada.]

MATTERS OF INTEREST.

SPEAKING "MOVIES": RECORDING SOUND FOR A CINEMA.

(See Illustration on Page 45.)

THROUGH the medium of the wonderful invention of Messrs. E. A. Lauste and H. G. Lauste, one will be able both to *see and hear*, in one's favourite picture palace, a film reproducing in all but reality speeches as delivered by his Majesty the King, Mr. Lloyd George, President Wilson and other great orators, famous actors and actresses, massed bands, organ recitals, sermons, full operas, solos, and so on.

Although the silent cine-photo plays of to-day have reached a pitch of super-excellence and are in every way worthy of our producers, since the acting, the photography, the lighting effects and "stunts" leave little to be desired; yet to make cinematography absolutely perfect, three obstacles were to be overcome—namely, first, *sound*, secondly *stereoscopy*, and thirdly *colour*. Messrs. Lauste have undoubtedly gained a victory over No. 1 (sound), as, after many years' hard work in experimenting, they are able to photograph motion and sound on one film and in one operation without having to shout down a large trumpet: their sound-collectors are exceedingly sensitive, with an extraordinary range of 40 feet, and their recording instrument will act up to 35,000 vibrations in one second.

Mr. E. A. Lauste started his experiments on the photographing of sound in 1898-99, and Mr. H. G. Lauste joined him in his researches, becoming a co-inventor, in 1905. Some of their first "sound" patents were taken out in 1906, and were followed later by many others.

There are at present many inventors who claim to have invented a speaking picture, but Messrs. E. A. and H. G. Lauste hold themselves to be the original inventors of synchronising motion and sound on one film by photographic process. Fortunes have been wasted in endeavouring to synchronise the gramophone with animated pictures, but it is a matter of impossibility to get the desired result, because the film is liable to break, and has to be rejoined, thus losing one, two, or three pictures, which naturally throws it out of time with the gramophone. One may cut a piece out of a film, but it is not possible to do likewise with a record, and if the gramophone is raced to catch up time, it usually goes past itself and the key and tone alter continuously. Furthermore, the record is limited to so many minutes according to size. With the Lauste principle a whole opera can be run up to four hours or more without a stop; breaks and rejoining of the film do not affect the synchronism, and the volume of sound is in proportion to the visual size of the actor or actors. For instance, say the actor is at the far end of the scene and walks towards the camera, he will naturally become larger and larger on the screen and his or her voice will be heard in the hall louder and louder, or *vice versa*—not like the cine-gramo principle, where one sees a huge head practically filling the whole of the screen and one expects to hear a voice of thunder, but is disillusioned by hearing this Stentor's voice, like a farthing squeaker frying in a "fish shop," oozing out of a large trumpet.

All parasite sounds such as scratching and metallic noise are absolutely eliminated, as the film is recorded and reproduced without any contact whatever. A small beam of light is projected on the film which takes the place of the needle on a sound box.

The process of taking these sound-pictures is quite simple. All that the operator has to do is to place the spy headgear over his ears and listen: should he not be able to hear clearly and distinctly he will know immediately that the recorder is not acting properly: he will then turn the regulator right or left until he attains the pitch he requires. When this is done he focusses the scene to be shot, and waits for the word "go!"

The camera is set in motion and the recorder in action just by pressing on two small switches. After the picture is taken the film is developed in the usual way with any standard developer, as ordinary standard film is used and not prepared in any shape or form. When the negative film is dry it can be tried without making a positive; and if the sound is satisfactory, positive prints are taken from the negative in the usual way. Sound from the positive film is twice or three times clearer than from the negative which is "master."

The reproducing is also simple. Any make of projector can be fitted on the sound-base—which is a very important factor, because ordinary silent pictures can be shown just by taking out the mask in the picture gate and sliding another lens in position. The projector is loaded in the usual way; the sound is transmitted to the loud speaker near the screen; one or more loud speakers may be used, but one is really sufficient: the picture and sound are set in motion by a small double-pole switch.

The invention will not be detrimental to producers, famous actors, artists, or musicians; on the contrary, more producers, artists, and musicians will be needed, not only in one country but all over the world, owing to the different languages, different ideas of acting, different ideas of music. Comedy plays which cannot be spoken can still remain silent, but speeches, operas, scientific lectures, and so on, can be made into "Speakies."

It may be of interest to know that Mr. E. A. Lauste is the original inventor of the "Eidoloscope," the first cinematograph to project moving pictures on a screen, shown in public in 1892, at Broadway, New York, U.S.A.

We understand that Mr. H. G. Lauste anticipates giving a public demonstration of stereoscopic animated pictures in a few months, which will be another step forward in the world of cinematograph science.

LIFE IN A SUBMARINE.

BY ARCHIBALD HURD.

(See Illustrations on Pages 40-49.)

IT is not much more than half a century since Ruskin declared that "a ship of the line is the most honourable thing that man, as a gregarious animal, has ever produced." He justified his eulogium of the ship of the line in these words: "Into that he has put as much of his human patience, common-sense, forethought, experimental philosophy, self-control, habits of order and obedience, thoroughly-wrought handiwork, defiance of the brute elements, careless courage, careful patriotism, and calm expectation of the judgment of God as can well be put into a space of 300 feet long by 80 broad." He confessed that he was thankful "to have lived in an age when I could see this thing so done." What would Ruskin write to-day if he were invited to go on board one of our latest British submarines, travel on the surface at about five times the average speed of the old ships of the line, then, the hatchways being closed, pass under the surface of the water, and, after being propelled for a few hours in any desired direction, rise again to the surface? He would probably share the widespread impression that submarines are tiny ships so packed with machinery that it is difficult for officers and men to move about in them, and so stuffy that life is supported with difficulty; and he would refuse the invitation. The modern submarine, on the contrary, though of narrower beam, is actually longer than the typical ship of the line which won Ruskin's admiration. Imagine a vessel of the "K" class lying on the sea-bed, perhaps 80 or 100 feet down, and all the crew remaining motionless; it will then combine the silence of the tomb, the brilliance of the ball-room, and the "tinned" atmosphere of the London tube. The story is, indeed, told of one officer who did fine work during the war in the submarine service, who has always steadily refused to run the risk of travelling in any of the Tube railways of the Metropolis. One's likes and dislikes depend a great deal upon what one has been accustomed to. There has never been any dearth of volunteers for service in these underwater craft. That was true even in the early days of their development, when they were very small, the atmosphere was liable to become charged with poisonous gas, and, as events were to show, liability to disaster was considerable. It must always remain a matter of pride and astonishment that men of the British Navy, even with the prospect of "hard lying money," should have been found ready to run the risks, to say nothing of the discomforts, which were then associated with life in the submarine. In a period of twenty years, great headway has been made in design, construction, and equipment; and the sense of adventure still remains as a powerful magnet attracting younger officers and men in numbers exceeding requirements.

The modern submarine is nothing more or less than a moderate-sized cruiser, which can travel either on or under the water. There is reason to believe that we have outpaced all rivals, not excluding the Germans,

and we have certainly produced vessels of higher speed and greater habitability. The features of the craft of the "K" class are no longer a secret, and they indicate that the widespread impression as to the conditions in which officers and men of such craft exist are fantastic and incorrect. A "K" submarine displaces on the surface 1880 tons, and when submerged—that is when her tanks have been filled—2650 tons. She has a length of 339 feet, is 26½ feet broad, and her mean load draught is 16 feet. The ship of the line of sailing days had no engines; the battle-ship and cruiser of our day depend on steam entirely; the submarine of the "K" class has three types of engines. It has steam turbines for full speed on the surface, a matter of 24 knots; the electric drive for travelling under the water at anything up to 9½ knots; and it is provided with a Diesel engine for use just before diving or immediately after breaking the surface in order to hasten the time of diving or of getting away quickly after coming up.

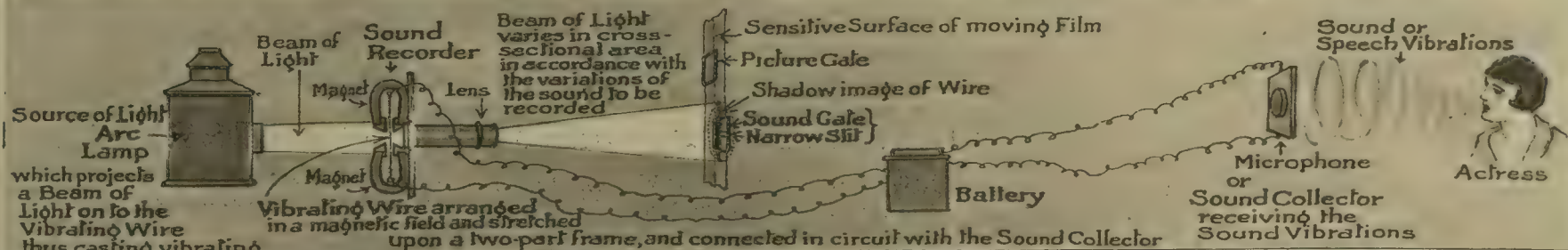
If Ruskin was proud of the ship of the line, what would he say of the latest submarines with their marvellous equipment and of the officers and men who serve in them? Though the conditions have changed vastly for the better since the early boats went to sea, we who live on land can never fail to be filled with a certain amount of awe at the knowledge that men are willing to do duty in such vessels. The space is no longer cramped, compressed air cylinders maintain a pure atmosphere even when submerged, the heat is no greater than is experienced in an ordinary engine-room, and there is a minimum of comfort for officers and men for sleeping and eating. But when all is said, we shall probably never get over the sense of wonder with which life in a submarine is regarded; and yet, under the pressure of war, men who were walking about the streets as ordinary civilians in the summer of 1914, found themselves before the armistice was signed inured to life in these craft. They will tell you that it has its compensations; they may speak of the quiet times that come to them when off duty, and hemmed in by the sea on all sides, the gramophone pours forth the latest music-hall ditty or a group gathers for a game of cards. For while discipline is necessarily less strict in a submarine than in surface vessels—and that, perhaps, is one of the attractions of the life—the days do not pass without the relaxation of amusement, and there is always the spice of danger to give a flavour to the passing hours.

It would be, however, to convey a false impression of life in a submarine, if it were suggested that it merely resembles, more or less closely, life in a battle-ship or cruiser. The "hard lying money" is well earned, not so much by reason of the physical discomforts or the danger to life, but because of the strain on the nervous system, particularly in the smaller and less commodious boats. The time soon comes when a period of relaxation away from the whirling mechanism is essential for health.

It may be, of course, that a fresh generation will take to the submarine with much the same zest and enjoyment as men of our day exhibit in flying. The airship and the aeroplane have arrived to exert a powerful influence on the transport of passengers and goods. Business men to-day think little of passing through the air from London to Paris in a matter of two or three hours. Has the submarine, apart from its uses in naval warfare, come to stay? Will the time ever come when, in order to insure this country's food supplies in time of war, we shall feel it essential to maintain a fleet of commercial submarines resembling the *Deutschland*? One of the First Sea Lords of the war period—Admiral the Marquess of Milford Haven—has expressed the opinion that "unsinkable and submersible merchant steamers, at least for certain essential or valuable cargoes, would appear to be inevitable for the future, notwithstanding the increased cost and decreased cargo space." Lord Fisher, Admiral Sir Percy Scott, and others apparently hold much the same opinion, since they contend that the development of aircraft, equipped with bombs or torpedoes, has killed the surface man-of-war. If that be true of the familiar battle-ship and cruiser, is it not also true of the far more numerous merchant ships, upon which we depend as a nation for most of the food on which we live and the raw material on which we work? The submarine has arrived. It would settle many harassing problems and save us a good deal of worry and many millions of pounds sterling, if we could know for a surety that it was not going to stay.

SPEAKING "MOVIES": SYNCHRONISING SOUND AND PICTURE.

DRAWN BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY MR. H. G. LAUSTE, ONE OF THE INVENTORS.



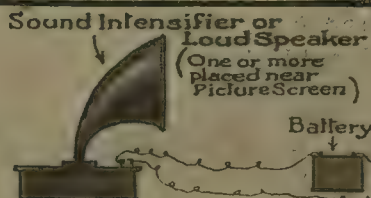
(Fig. 1) SIMPLE DIAGRAM SHOWING ROUGHLY THE PRINCIPLE OF THE PHOTOGRAPHIC RECORDING OF SOUND.

(The impressions of Movements of persons are recorded simultaneously and in exact synchronism with the impressions of the Sound waves)



(Fig. 3) STRIP OF DEVELOPED FILM (Enlarged)

The film, as seen above, is wide enough for photographic impressions of Movements of Objects and also the impressions of the Sound Waves, side by side.

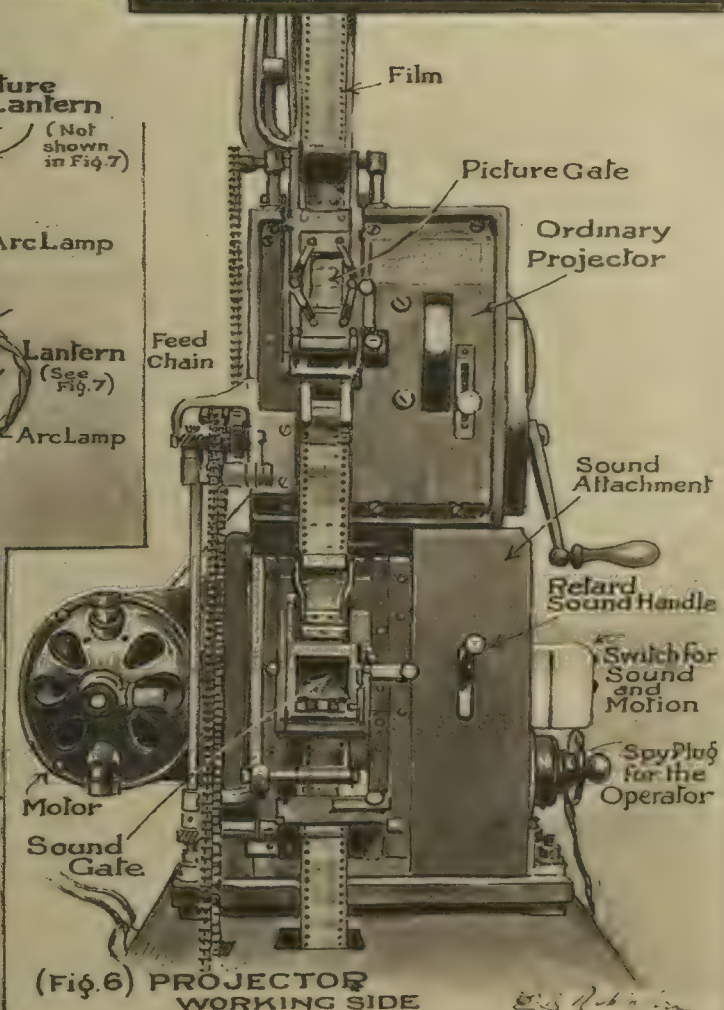
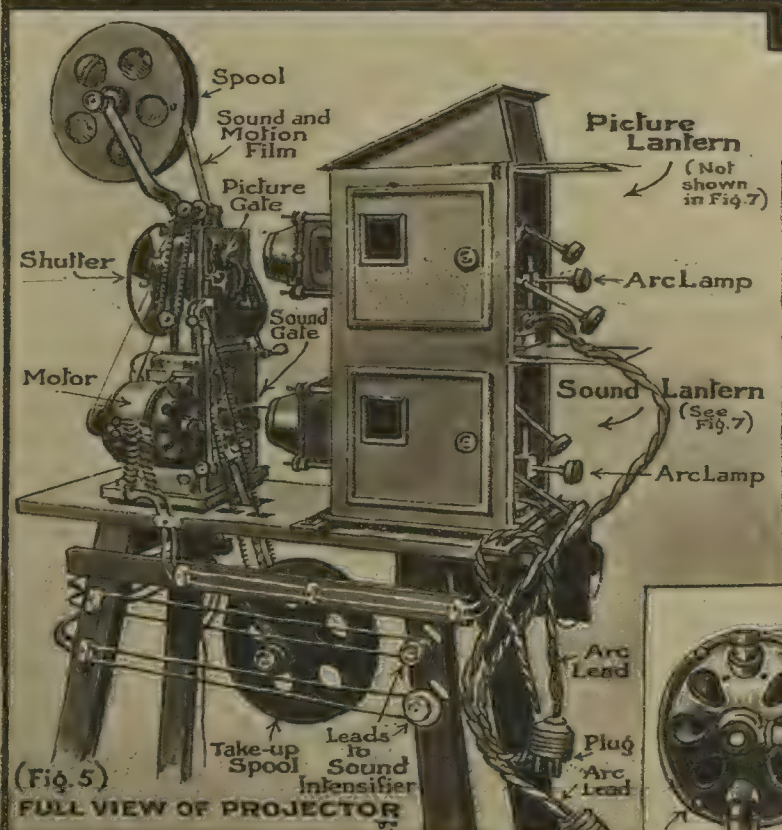
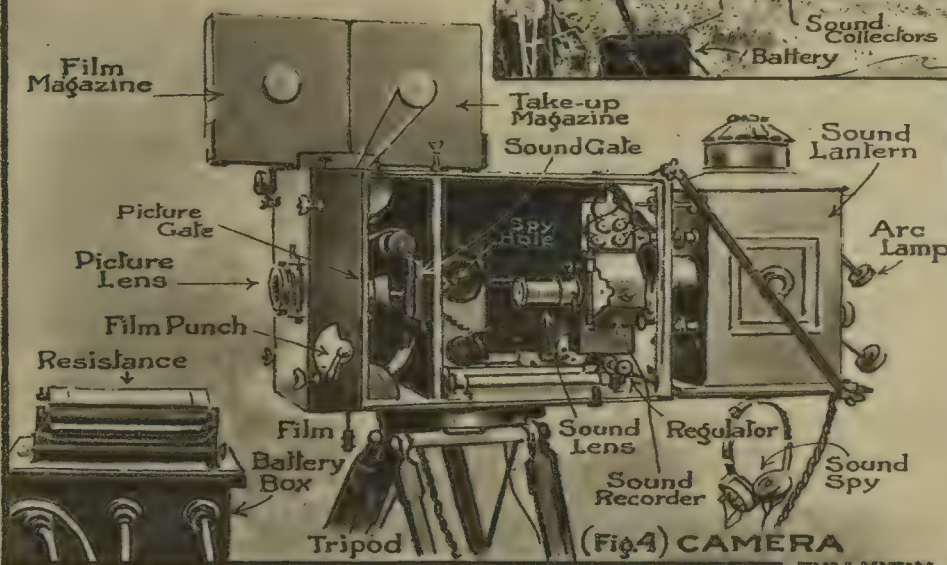


(Fig. 7) SIMPLE DIAGRAM. REPRODUCING THE ORIGINAL SOUNDS.



(Fig. 2) SHOWING THE CAMERA AT WORK. Taking both Movement and Sound at one operation.

The film is operated so that one part is translated continuously past the narrow Slit opposite the side where the Sound Waves are recorded, and the other part is translated intermittently past the Lens as in an ordinary cinema camera.



SPEECH FOR MOVING PICTURES: AN INVENTION FOR RECORDING SOUNDS BY "PHOTOGRAPHY."

The film pictures of to-day are wonderful enough, but there are three directions in which they may be brought still nearer to perfection—namely, sound, colour, and stereoscopy. We illustrate here a wonderful invention which has been gradually developed by Mr. E. A. Lauste, who is now in America, and his son, Mr. H. G. Lauste, for recording sound and movement simultaneously, so that the characters on the film may be heard to speak at the same time as they are seen in action. An explanatory article on the subject appears on another page in this issue, and the details of the apparatus are fully indicated

above. Fig. 1 (at the top) shows the method of recording sound. Fig. 2 (in which Mr. H. G. Lauste is seen operating the camera and Mr. E. A. Lauste standing in the background) shows a simultaneous record of sound and movement being taken. Fig. 3 shows the result of Figs. 1 and 2—the developed film record. Fig. 4 shows the camera and the relative position of its parts. Figs. 5 and 6 show two aspects of the projector. Fig. 7 shows the method of using a sound-intensifier for the reproduction of sounds recorded by the camera mechanism.—[Drawing Copyrighted in the United States and Canada.]

OUR UNDER-SEA NAVY: LIFE ON BOARD A BRITISH SUBMARINE.

Drawings by Major Francis Dodd, R.M., in the Imperial War Museum "Sea-Power". Exhibition of Paintings and Drawings by British Artists.



HEARING THE APPROACH OF SHIPS AT A RANGE OF FIVE MILES:
"A HYDROPLANE LISTENER."



A KIND OF HORIZONTAL RUDDER THAT KEEPS THE BOAT LEVEL:
"AT THE HYDROPLANES."



AN OPERATION PERFORMED BY MOVING A HANDLE: "LOWERING
THE PERISCOPE"—A STUDY FOR A PICTURE.

Some of the drawings reproduced on this and the succeeding pages are on view in the Imperial War Museum's Exhibition of the Nation's War Paintings at Burlington House. The official descriptions of the above drawings are as follows: "Hydrophone Listener." The signaller on duty waits to hear the sound of passing vessels, whether on the port or starboard side, whether reciprocating or turbine engines, and he is able to call the attention of the officer on watch at the periscope and enable him to pick up the ship as she first appears in view. The hydrophone can hear



AMID A MASS OF MECHANISM SUGGESTING THE INSIDE OF A CLOCK:
"THE MAN AT THE WHEEL."

for about five miles. The range of the periscope is three.—'At the Hydroplanes.' The hydroplanes are a kind of horizontal rudder that keep the boat level, and the man on watch must exercise great 'nous.' The spirit level at the bottom of his gauge indicates the depth at which the vessel is riding.—'Lowering the Periscope.' To lower the periscope the man simply moves a handle. Most of the machinery aboard a submarine is electrical.—'The Man at the Wheel.' The inside of a submarine is rather like the inside of a clock.—[Drawings Copyrighted in the United States and Canada.]

OUR UNDER-SEA NAVY: IN A BRITISH SUBMARINE'S ENGINE-ROOM.

DRAWING BY MAJOR FRANCIS DODD, R.M., IN THE IMPERIAL WAR MUSEUM "SEA-POWER" EXHIBITION OF PAINTINGS AND DRAWINGS BY BRITISH ARTISTS.



"ENGINE-ROOM—REPAIRING A DIESEL": ENGINEERING ARTIFICERS IN A SUBMARINE ENGAGED IN AN OPERATION THAT TAKES PLACE AFTER EACH NIGHT'S RUN.

Major Francis Dodd has contributed a large number of drawings, mostly illustrating life in British submarines and trawlers, to the Imperial War Museum's collection for the "Sea Power" section. Some of them are on view in the Royal Academy galleries at Burlington House, in the exhibition of the Nation's War Paintings which the Museum organised. The official description of this drawing is as follows: "'Engine Room—

Repairing a Diesel.' After each night's run the Diesels are all tested, and invariably one or more have become clogged. The major part of the day is spent by engineering artificers in repairing the engines for the next night's run." Other examples of Major Dodd's work are given on the preceding page and on the succeeding double-page.—[Drawing Copyrighted in the United States and Canada.]

OUR UNDER-SEA NAVY: TYPICAL INCIDENTS IN THE

Drawings by Major Francis Dodd, R.M., in the Imperial War Museum's



IN ONE OF THE FEW PLACES WHERE THERE IS ROOM TO LIE DOWN: "ASLEEP IN THE BEAM TUBE WELL."



COMFORTABLY ENSCONCED, IF IN A SOMEWHAT LIMITED SPACE: "OFFICERS OFF WATCH."

THE official descriptions of these drawings (taken in order from left to right, beginning at the top) are as follows:—"Asleep in the Beam Tube Well." These men are asleep in one of the few parts of the ship which has enough deck space in which to lie down.—"Officers Off Watch" (no further description).—Adjusting Torpedoes. Every night when the submarine is on the surface these torpedoes are taken from their tubes and tested. They are run by air pressure, and every night the old air is taken out and the new air put in to fit them for the next day's work. As the air comes out it makes snow. As it goes in it makes the tubes too hot to touch.—Twilight



WHERE IT IS TOO HOT (94 DEG. F.) TO WORK FOR MORE THAN TWO HOURS AT A STRETCH: "THE MOTOR ROOM."

Continued. the periscope is the wireless and hydrophone chamber. The man at the helm is to the right of the two men on watch at the hydroplanes.—Motor Room. This room is nearly always at 94 deg. F., and is used as a bath-room, dressing-room, washing-house and drying room by the crew during their eight-days' patrol. The Petty Officer stands beside the huge voice-pipe and must keep his eye upon his gauges. The figure beyond is constantly pumping by hand the bilges of the ship, and this has to be done day and night. In this hot atmosphere it is not possible to carry on the work for more than two hours at a stretch. The other figure is repairing electrical apparatus.—Work in



WITH THE OFFICER AT THE PERISCOPE AND TWO MEN AT THE HYDROPLANES: "THE CONTROL ROOM, LOOKING AFT."

These drawings of Major Francis Dodd's, taken together with those reproduced on the preceding pages, give a very full and vivid idea of life on board a British submarine. As already mentioned, some of them are on view at Burlington House in the Exhibition of the Nation's War Paintings organised by the Imperial War Museum, and all of them belong to that Museum's own "Sea Power" Exhibition of Paintings and Drawings by British Artists. Some interesting details regarding the work of our submarines in the war are given by Lord Jellicoe in his book, "The Grand Fleet" (Cassell). "The submarines of the 11th Flotilla," he writes, "were employed in watching the waters in the Kattegat, and cruised in the Skagerrak and off the Norwegian coast, looking for enemy submarines and surface craft. A regular submarine patrol was also begun off the Horn Reef... which was of great utility in giving information of the movements of the few enemy surface vessels that ever ventured so far from their base, and also proved of use for attacking enemy submarines. At the commencement, the efficiency of our

LIFE OF THE CREW ON BOARD A BRITISH SUBMARINE.

"SEA POWER" EXHIBITION OF PAINTINGS AND DRAWINGS BY BRITISH ARTISTS.



TESTING, AND SUBSTITUTING NEW AIR FOR OLD AIR IN THE TUBES: "ADJUSTING TORPEDOES."



RISEN TO THE SURFACE AT DUSK WHILE ON PATROL: "TWILIGHT ON THE CONNING-TOWER, H.M. SUBMARINE L.7."

on the Conning-Tower, H.M. Submarine L.7. Submarines on patrol rise to the surface at dusk to re-charge their electric batteries, refresh the air in the ship, and make certain of their position for the next day's work. Members of the crew sometimes do "break surface," but as a rule only the officer and the "look-out" are on the conning-tower. The fewer men on the conning-tower, the more rapidly the ship can dive in case of need.—Control Room, Looking Aft. The same room as in "The Eye at the Periscope," looking towards the stern of the ship. The ladder in the foreground is the ladder to the conning-tower. The little door behind the officer at

(Continued below.)



MEN "OFF WATCH" MENDING THEIR CLOTHES AND MAKING KITCHEN MATS: "WORK IN THE DOG WATCHES."

the Dog Watches. A dog watch is so called because it is curtailed. If everyone worked a four-hour watch, each man would always come on watch at the same time, but by shortening one watch into two it makes seven watches in the day, and so brings every man into familiarity with all the workings of the ship. The men are off watch and are mending their clothes, making mats and so on for their kitchen, and doing other jobs.—The Eye at the Periscope. If this picture were coloured, the eye would appear emerald-green, all the rest of the ship being in electric light, and the eye being the only portion lit by daylight, which has filtered through innumerable lenses."



THE ONLY OBJECT IN THE SHIP LIT BY DAYLIGHT, AND LOOKING EMERALD-GREEN: "THE EYE AT THE PERISCOPE."

submarines for patrol and look-out purposes was very inferior as compared with that of the German submarines, by reason of their bad wireless equipment, which admitted of a range of some fifty miles only. As soon as submarines were attached to the Grand Fleet, I represented strongly the absolute necessity of effecting an improvement. Eventually arrangements were made to provide them with a wireless installation which gave a range of 300 to 400 miles. When our submarines had been equipped in this way we were at once able to establish an efficient chain of outpost off the Horn Reef by the Grand Fleet submarines; and from Terschelling to the northward the Harwich submarines were on duty, with the result that, in daylight at any rate, it was very difficult for the enemy to put to sea unobserved and unreported. The comparative inefficiency of the wireless installation in our submarines, and, to a lesser extent, in our destroyers, was one of the disadvantages we had to face during the first two years of war.—[Drawings Copyrighted in the United States and Canada.]

BOOKS OF THE DAY

By E. B. OSBORN.

THE soldier-poet is still the most vital person in the poetical hierarchy, whatever the critic may think who would like to see all glorification of warfare, its service and self-sacrifice, compulsorily suppressed. Even when the former writes like Mr. Siegfried Sassoon in his latest manner, so very different from that in which he saw himself and his companions as a happy legion—even

when he remembers only the hideous squalor of the stern arbitrament of blood and iron, yet because of what he did and in spite of all he can say, he yet remains an advocate of militant "glory" (at any rate in the French sense of the term), and of what has so far been the *ultima ratio* in the reasoned progress of mankind to undecipherable destinies: For the time being we are on the ninth wave

yet to explore the obscure recesses of our own planet, and no doubt the time must come when, as Mr. H. G. Wells has shown in one of his fascinating parables of "advanced" science (and how many of them have come true!) the life of mankind will cross the vast deserts of interstellar space, being no longer content with the meagre amenities of a speck of cosmic dust attached to a fifth-rate star. Our children's children may live to see the annexation of Venus—to the British Empire, perhaps! Certainly if war be abolished, such extra-mundane expeditions will be necessary, for this little globe is bound to become shockingly over-crowded.

Three new verse-books by soldier poets confirm this point of view. All three have a power of reality not to be found in the conventional war poetry of "THE GUARDS CAME THROUGH" (John Murray; 2s. 6d. net), by Sir Arthur Conan Doyle. One of the three soldiers' verse-books, "SONNETS FROM A PRISON CAMP" (John Lane; 5s. net), by Archibald Allan Bowman, is mainly a series of exercises in meditation, in which we hear little of man's anguish in—

The long and boding silence of the front

and of anything save the external phenomena of trench-fighting. This grave and profound poet takes no side in the great issue, though—and this is surely significant along the lines of my argument—he would sooner far be facing death on viewless wings than be safe in captivity at Rastatt. In "DUCKS AND OTHER VERSES" (Sidgwick and Jackson; 3s. net), Mr. F. W. Harvey, that blithe and skilled craftsman, appeals eloquently, in prose as well in poetry, for the abolition of warfare. But he sees that peace is a more difficult thing to arrange than war—as in the acute reflection: "To organise effectively for War took us nearly two years, but for Peace we have taken two thousand—and failed." Because, as he adds, "our hearts were not in the work." But why? Because, I very much fear, the fighting spirit which raised a mud-fish into *Homo sapiens* through millions of years of hard fending cannot be exorcised, and is likely to live on as long as man is man. But, when he looks into his heart and writes, as in the sestet of a fine sonnet entitled "Goodness"—

For goodness is a passion in the soul
More fierce than earthly passion, and its peace
Is pinnacled on violence. Desire
Burns there in blossom of white ecstasies.
Mighty as thunder hear God's message roll:
"Whoso is near to Me is near the fire,"*

he surely confesses that every new faith is sent, like Christianity, as a sword among mankind. "IMAGES OF WAR" (Allen and Unwin; 3s. 6d. net) reveals its author, Mr. Richard Aldington, who was the best of our young "Imagists" in pre-war days, as a poet into whose very soul the squalor of warfare has entered. He gives us images of foul horror—

The ghostly scurrying of huge rats
Swollen with feeding upon men's flesh.

yet, just as his war experiences have made a true poet out of a conjurer with frothy similitudes, so he must needs evade the issue at last—

For we have passed athwart
a fiercer hell
Through gloomier, more
desperate circles
Than ever Dante dreamed:
And yet love kept us glad.
But these quotations
hardly do justice to the
beauty, with strangeness
at the heart, of his new
poems.

Of all the anti-Spiritualist books which have lately appeared, "THE ROAD TO EN-DOR" (John Lane; 8s. 6d. net), written by E. H. Jones, Lieut., I.A.R.O., and illustrated by C. W. Hill, Lieut., R.A.F., is by far the most effective. It is primarily an account of how the author and the illustrator, who were taken prisoners at Kut and interned at Yozgad in Anatolia—a camp from which escape

* From "The Sayings of Jesus."

was virtually impossible owing to its great distance from the sea and the snow-clad ranges surrounding it—contrived to regain their freedom by playing on the superstitious nature of the Turk. Lieutenant Jones made a *Ouija* and faked the answers to inquiries with the ingenuity of a professional medium—with the result that many of his fellow-prisoners accepted the manifestations as genuine. He then joined forces with Lieutenant Hill, a clever amateur conjurer, and the twain succeeded in convincing the Turkish commandant and his subordinates that their pet spook could assist in the discovery of treasures buried by Armenians. Finally they feigned madness, which was attributed to their absorption in the perilous traffic of Spiritualism, and were so successful in playing the parts of a general paralytic and a sufferer from melancholia that they were sent to Constantinople for examination and finally repatriated to England. It is an amazing story, humorously told, of a subtle and successful conspiracy to escape. But it is also a most telling indictment of the Spiritualistic craze, for the precise means by which the conspirators



IN NUPTIAL PLUMAGE: AN ADULT CORMORANT.

When the adult cormorant is in nuptial plumage the crest and white thread-like feathers on the head and neck are fully developed. These decorations, as well as the white thigh-patch, are lost later on in the summer.

Reproduced from Mr. Archibald Thorburn's "A Naturalist's Sketch Book," by courtesy of the publishers, Messrs. Longmans, Green and Co.

of a great reaction against militancy (except perhaps war between classes, of which some lovers of mankind seem to approve), and many people still hope that some means can be devised for putting an end to war altogether. I hope the means will eventually be found, though it is difficult to see how, in a world of everlasting peace, the rivalries of competing races and cultures could be settled so as to satisfy the rivals. The "moral equivalent" sought by William James for a war as a nursery of the sterner virtues could perhaps be found in universal participation in the more dangerous industries (such as mining or the building of skyscrapers) and in such adventures as the Scott Antarctic Expedition. As regards the latter provision for opportunities of living dangerously, science may at any moment open up new heroic vistas. We have



IN WINTER: COMMON PHEASANTS.

This reproduction of one of the many fine illustrations in "A Naturalist's Sketch Book," by Archibald Thorburn, F.Z.S., is from one of the coloured pictures in the book. The work, which is published by Messrs. Longmans, Green and Co., is so valuable that it cannot fail to appeal very widely. In connection with the painting it is noted that there are practically no pure-bred birds left in our coverts to-day.



A.T. 1917

A STUDY FROM LIFE: A RED DEER.

Reproduced from Mr. Archibald Thorburn's "A Naturalist's Sketch Book," by courtesy of the publishers, Messrs. Longmans, Green and Co.

played on the credulity of their clients are carefully described and the folly of the faithful is most skillfully analysed. It shows to the satisfaction of every clear-headed person that Mr. Kipling's lines which provide a title—

Oh the road to En-dor is the oldest road
And the craziest road of all,

express a vital truth which ought to be emphasised at the present moment. Lieutenant Jones deals ruthlessly with the insidious propaganda now being conducted in London in such passages as the following—

Far be it from me to decry the efforts of eminent scientists to forge their links with the world beyond by any means they choose. They want to "break through the partition." In their effort they have, perhaps, every right to circularise the widows and mothers of those whose names adorn the Roll of Honour. To the scientist, a widow or a mother is only a unit for the purpose of experiment and percentage. . . . We have a million souls "gone over" in the full flush of manhood. The fodder of last year's cannon is splendid manure for the psychic harvests of the years to come. Our glorious dead are all waiting to move tables and push glasses, and scrawl with planchettes, and speak through trumpets, and throw mediums into ugly trances—at a guinea a time!

I shall never miss an opportunity of attacking this mind-corroding craze. But when one remembers that a huge mass of people still believe in the Book of Mormon, the most obvious fake that was ever perpetrated, I have little hope of stopping the tinkling of the Spiritualistic tambourine, the ridiculous instrument which began its present task when, as Juvenal said, the Orontes became a tributary of the Tiber.

RAFT AND LIFE-BOAT COMBINED: LESSENING THE PERILS OF SHIPWRECK.

DRAWN BY S. W. CLATWORTHY.



ADOPTED BY THE NORWEGIAN NAVY: THE BRUDE COMBINED LIFE-BOAT AND RAFT, THE NEAREST APPROACH TO AN UNSINKABLE BOAT.

The Brude combined life-boat and raft, which claims to be the nearest approach to an unsinkable boat, is of ellipsoid shape, completely enclosed, and can be either rowed or sailed. It is built of steel plates, and has a buoyancy of 18 tons. Inside it accommodates 44 people—20 on the deck, and 24 on the continuous seat that runs round it. Beneath the seat are the buoyancy boxes, with frequent bulkheads to localise any damage sustained. Water ballast, carried beneath the floor, keeps the boat upright. Thirty

more persons can be carried on its roof, the boat then acting as a life-raft. Norwegian war-ships are equipped with this boat, and it is now being introduced into ocean-going ships, following upon exhaustive tests satisfactorily passed under the supervision of the U.S. Shipping Board. A complete view of the craft sailing is seen in the middle distance of our drawing. In the larger specimen in the foreground, the top is cut away diagrammatically to show interior details.—[Drawing Copyrighted in the United States and Canada.]

ONCE THE KAISER'S "EYE OF EMPIRE": HELIGOLAND, GERMANY'S £6,000,000 ISLAND FORTRESS—NOW BEING DISMANTLED.

FROM THE PAINTING BY FRANK H. MASON.



AN ISLAND WHOSE PEOPLE SIGH FOR THE "BLISSFUL ADMINISTRATION OF THE GREAT BRITISH NATION": A GENERAL VIEW OF HELIGOLAND AND THE ISLET OF DUNE.

It was provided in the Peace Treaty that "the fortifications, military establishments, and harbours of the Islands of Heligoland and Dune shall be destroyed, under the supervision of the principal Allied Governments, by German labour and at the expense of Germany." Heligoland, which had belonged to Britain from 1807 to 1890, was ceded to Germany in the latter year in exchange for some African territory. On August 10, 1890, the Kaiser landed there to take possession and inaugurate the work of transforming Heligoland into Germany's "Eye of Empire." Some £6,000,000 was spent on fortifying the island, shoring up the cliffs with concrete, and building a great war harbour at the south-western end, where later a seaplane station was established. The great gun batteries alone cost £2,250,000, and they did not fire a shot throughout the war! The

demolition of the fortifications has been in progress for some time. It was stated recently that the disposal of Heligoland would be one of the questions to be arranged by the Allied Naval Commission under Vice-Admiral Sir Edward Charlton, which would go to Germany directly after the final ratification of the Peace Treaty. Meanwhile the Frisian population of the island has petitioned the Supreme Allied Council in Paris, recalling that "under the long and blissful administration of the great British nation, all our rights and customs were always most loyally upheld," and begging that the injustices of the Prussian régime may be abolished. Previous illustrations of the island appeared in our issues of July 5, April 26, and March 29, 1919.—[Copyrighted in the United States and Canada.]

THE TALLEST MAMMAL IN ITS NATIVE WILDS: THE GIRAFFE AT HOME.

PHOTOGRAPHS BY F. RUSSELL ROBERTS.



THE HANDSOMEST OF ITS KIND: THE NORTHERN OR RETICULATED GIRAFFE, TALL ENOUGH TO BROWSE ON TREE-TOPS, ESPECIALLY THE TABLE-TOPPED MIMOSA.



SHOWING HOW ITS ELABORATELY DECORATIVE MARKINGS ACT AS CAMOUFLAGE AGAINST FOLIAGE: A BIG BULL NORTHERN GIRAFFE, WITH OTHERS.

We continue here and on the next page the wonderful series of photographs of African big game taken by Mr. Russell Roberts, whose close-range snapshots of elephants, "hippos," and "rhinos" have already appeared in recent issues. Describing the upper photograph, Mr. Roberts writes: "This is the handsomest of the giraffes. The colour is bright chestnut, partitioned off into sections by a network of white lines. They are usually found in small herds of six to a dozen; but sometimes thirty or more are seen together. The old bulls usually go about alone. They browse off the topmost leaves of

trees; the table-topped mimosa seems to attract them most." Of the lower photograph Mr. Roberts says: "It is a little hard to account for the markings of giraffes. Living as they do in open bush country, there seems to be little point in their elaborately decorative markings. But in this picture the protective value is well illustrated. The network pattern is practically indistinguishable from the bush against which the big bull is standing. Whereas nothing could be more conspicuous than the necks of the other two giraffes, standing up like lighthouses in the low thorn bush."

LIKE "AN INDIA-RUBBER LAMP-POST IN MOTION": GIRAFFES IN FLIGHT.

PHOTOGRAPHS BY F. RUSSELL ROBERTS.



STRANGE COMPANIONS: GIRAFFES AND ZEBRAS IN FLIGHT, OVER COUNTRY WHERE GENERAL SMUTS FIRST ATTACKED THE GERMANS, NEAR MT. KILIMANJARO.



"A MIXTURE OF GRACE AND EXTREME UNGAINLINESS": SOUTHERN GIRAFFES AT THE GALLOP, WITH THEIR HUGE NECKS SWAYING BACKWARDS AND FORWARDS.

"It seems odd," writes Mr. Russell Roberts regarding the upper photograph, "that animals so different as giraffe and zebra should consort together. It is, however, not unusual. In this case a long stalk was spoilt at the last moment by the vigilance of one of the giraffes, and the zebras, who had no knowledge of what the danger was, no doubt felt safer in the company of their better-informed neighbours, for they kept close to them as they made off. The country shown here is the scene of General Smuts' first attacks on the Germans near Mount Kilimanjaro, which changed the whole military

situation." Describing the lower photograph, Mr. Roberts says: "The giraffe galloping is an amusing sight, a mixture of grace and extreme ungainliness. The huge neck sways backwards and forwards and the lumbering stride seems to get the animal very slowly over the ground. But in reality the pace is quite good. The whole aspect suggests an india-rubber lamp-post in motion. They carry their tails in the air, the large tassels with which they are adorned dangling over their backs. The bulls are chestnut in colour, with black blotches, whilst the cows are fawn-coloured with dark-brown blotches."

WONDERS OF THE AIR AGE: GIANTS AND PIGMIES AT THE INTERNATIONAL AIRCRAFT EXHIBITION IN PARIS.

DRAWN BY OUR SPECIAL ARTIST IN PARIS, BRYAN DE GUINEAU.



OPENED RECENTLY BY THE PRESIDENT OF THE FRENCH REPUBLIC: THE SIXTH

Aviation, mainly under the stimulus of war, has made enormous strides since the last Aeronautic Salon was held in 1913, and the present one (the sixth), which was opened by President Poincaré on December 19 at the Grand Palais in Paris, presents a striking contrast to its predecessor. The pioneer machines of 1913, some of which are on view, are pigmies to the giants of to-day, and the difference suggests the immense importance of aircraft in any future war, which might even be decided by swift aerial action at the outset. There is a veritable museum of war aeroplanes in the Salon, but there are still more types of new machines intended for purposes of commercial transport, travel, and sport. Prominent among the giants is

AERONAUTIC SALON—THE FIRST TO BE HELD SINCE THE YEAR BEFORE THE WAR.

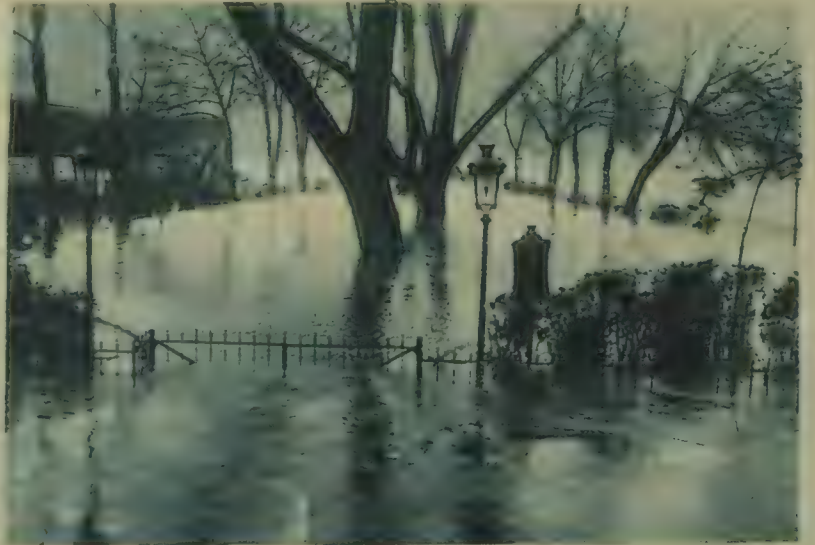
the huge Handley-Page, and the Alco London-Paris machine is also a centre of great interest. Other large machines are Blériot's four-engined biplane, with a small "Spad" under its wing; the Farman "Goliath," accompanied by a little touring "David"; the big Bréguet, and the still huger Caudron built to carry 28 passengers. The smallest aeroplane in the Salon—and in the world at present—is the baby "Passe-Partout" of the Edmond Maréchal firm. Its wing span is only 18 ft. 11 in., and it weighs but 220 lb., including petrol for a two-hour flight. It has a 10-h.p. motor, and can fly at 68½ miles an hour. These are but a few of the innumerable interesting exhibits at the Show. (Drawing Copyrighted in the United States and Canada.)

CAMERA NEWS: PARIS FLOODS: AVALANCHES; SPEN VALLEY; DINKAS.

PHOTOGRAPHS BY C.N. AND I.B.



THE ANNUAL FLOODS IN PARIS: THE SWOLLEN SEINE AT LA MONNAIE LOCK.



THE FLOODED SEINE IN PARIS: A "LOVERS' WALK" UNDER THREE FEET OF WATER.



AVALANCHES AT DAVOS PLATZ: THE THIRD-FLOOR BALCONY OF THE JEWISH SANATORIUM.



THE AWAKENING OF THE "WHITE LIONESS" AFTER A CENTURY'S SLEEP: A HOUSE AT DAVOS AFTER AN AVALANCHE.



LABOUR'S VICTORY IN SPEN VALLEY: MR. TOM MYERS, M.P., CHAIRED BY HIS SUPPORTERS AFTER THE ELECTION.



THE SOUDAN REVOLT: TYPICAL CHIEFS OF THE DINKA TRIBE, WHICH ATTACKED A BRITISH FORCE, KILLING TWO OFFICERS.

On January 4 the level of the river at the Pont de la Tournelle, Paris, the centre of the city, was 20 ft. 10 in., and at the Pont Royal, 24 ft. 3 in. Various stations had to be closed and tramway lines ceased running.—Several snow avalanches descended from the Schiahorn and Dorflberg upon Davos Dorf and Davos Platz on December 28, with fatal effects. Six people were killed and much damage was done. At Davos Platz the Jewish sanatorium was struck. Fortunately it was afternoon, when patients were on the balconies, and the upper storeys suffered least. The outer walls of houses withstood the

shock, but they were filled with snow which came in through doors and windows. The last avalanche to fall on Davos was in March 1817.—In the by-election in the Spen Valley Division of the West Riding of Yorkshire, Mr. Tom Myers (Labour) headed the poll with 11,962 votes, Sir John Simon (Independent Liberal) was second with 10,244. News of a revolt by the Dinka tribe in the Soudan was published on December 27. A British force under Majors C. H. Stigand and R. F. White was attacked while on the march, and both those officers, with 23 of their men, were killed.

A Derelict of the War: One of the 150 U-Boats We Destroyed—Washed up at Hastings.

AN ECHO OF THE SUBMARINE CAMPAIGN, ON WHICH NEW LIGHT HAS RECENTLY BEEN THROWN: THE "U 118" A WRECK ON THE ENGLISH COAST.

The "U 118," one of the German submarines sunk in the Channel during the war, was recently washed ashore at Hastings, where it is being broken up on the beach, at low water, to prevent its being carried further in by the tide. Another U-boat was stranded some months ago near Eastbourne. It may be recalled that Mr. Lloyd George announced on August 7, 1918, that at least 150 enemy submarines had been disposed of, and

shortly afterwards the Admiralty published the names of the commanding officers of 150 submarines known to have been destroyed. No detailed account, however, showing when, where, and how each U-boat met its doom was issued until last month a list (not exhaustive, but containing 94 cases), compiled by Mr. H. C. Ferraby for the Navy League and checked by Admiralty officials, appeared in its organ, the "Navy."

PHOTOGRAPH BY PRESS PORTRAIT BUREAU.

Fine Rescue - Work by the Rocket Apparatus: A Cornish Wreck near Land's End.

THE CAPTAIN (THE LAST TO LEAVE THE SHIP) COMING ASHORE IN THE BREECHES BUOY: THE WRECK OF THE "RAVENSHOE" AT CAPE CORNWALL.

The Sennen coastguards performed a fine feat at the wreck of the "Ravenshoe," a steamer of 3592 tons belonging to Messrs. Cory and Sons, of Cardiff, which was wrecked in a gale at Cape Cornwall, near Land's End, about 4.30 a.m. on December 31. In

response to a wireless call, the coastguards got their rocket apparatus into action, and safely brought ashore the whole crew of 27 by means of the breeches buoy. The ship was bound for Cardiff from Lisbon.—[Drawing Copyrighted in the United States and Canada.]

DRAWN BY JOHN FARQUHARSON.

NEW YORK'S VICTORY ARCH DEMOLISHED: A TEMPORARY MASTERPIECE.

PHOTOGRAPHS BY PRESS ILLUSTRATING SERVICE.



UNDER THE HOUSE-BREAKER'S HAMMER: STATUARY ON THE SUMMIT OF THE ARCH, WHOSE LIGHT FRAMEWORK IS VISIBLE.

TO all outward appearance, the beautiful Arch of Victory erected in New York some six months ago, to welcome the return of the American troops from the battle-fields of Europe, was a solid structure, and in artistic quality, with its imposing design and elaborate decoration of statuary and friezes in bas-relief, worthy to be ranked with Napoleon's great Arc de Triomphe in Paris. In reality, however, it was a work of lath and plaster, and, in spite of its beauty, destined only to a temporary existence. The arch has ever been a symbol of triumph and a feature of processional celebrations. The time-worn arches of the Cæsars, some of them still standing, were among the architectural glories of ancient Rome. In modern times, both in the West and in the East, temporary arches are used on triumphal occasions, and show the characteristics of national art. The arches of Japan and China, for example, present a great contrast to those erected at Archangel for the arrival of British troops, or, again, those built more recently in Canada to welcome the Prince of Wales. The New York arch was in the grand classic style. In the words of the inscription over the centre, it was "Erected to commemorate the homecoming of the victorious Army and Navy of these United States of America, and in memory of those who have made the supreme sacrifice for the triumph of the free peoples of the world and for the promise of an enduring peace. Anno Domini MCMXVIII."



WITH A BACKGROUND OF SKY-SCRAPERS: WORKMEN LOWERING A COLOSSAL FIGURE FROM THE VICTORY ARCH.



A THING OF BEAUTY, BUT NOT DESTINED TO BE A JOY FOR EVER: NEW YORK'S FINE VICTORY ARCH UNDER DEMOLITION.

Doom has overtaken the beautiful Victory Arch built in New York, at a cost of 40,000 dol., in honour of the returning troops and in memory of the dead. Already, as our photographs show, the hammer of the destroyer has been at work upon the structure, and by now, probably, it is a thing of the past. During the six months of its existence, New York has seen pass beneath it America's heroes just returned from French battlefields—O'Ryan and his 27th Division—Pershing and his veterans—New York's great conscripted



SHOWING BATTLE-TABLETS AND DETAIL OF THE BEAUTIFUL FRIEZES: A SIDE VIEW OF THE VICTORY ARCH IN NEW YORK.

Army—and many others, including some of the famous French "Blue Devils." Beneath it also rode many European leaders, among them the Belgian Rulers, the Prince of Wales, and Cardinal Mercier. The tablets seen at the foot of the Arch bear the names of places on the Western Front where American troops won fame, such as Chateau-Thierry, St. Mihiel, Cambrai, Flanders, and the Somme. The great size of the arch is indicated by that of the people and vehicles below.

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It is interesting to note that the business has been continuously carried on by members of the family since its establishment to the present day, 252 years.

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LADIES' NEWS.

THERE is little doubt that prices in dress have come down. Whether or not permanently is yet to be seen. The slump in prices for the Sale season is very apparent. They point to radical changes in fashion for the spring. We shall certainly then have short coats: a return to the coatee and the zouave, the basqued walking jacket, and in tailor-mades the coat shorter than it has been by several inches, is a safe prognostication. As a sign of the recuperative powers of neighbour France, there are already arriving many beautiful materials, notably those in whipcords, voiles, silk and wool fabrics, and silks. The colours are really beautiful, and they are rich and vivid; the neutrals are not well represented. Possibly, as in a war for the freedom of mankind, neutrals fail to command much respect. Womankind has a brilliant 1920 prospect for dress, and if the minority sex inclines to glorious evening attire in colour, there is plenty of good material for them too. Some of the West End tailors are showing plates of men habited for the evening in purple, green, blue, and crimson. Up to now, that is as far as it has gone. British men are most conservative about dress, and are not at present inclined to change their dignified black and white for the decorativeness of colour.

Among the sales now engaging our earnest attention is one that all who like sound investments and are far-seeing house mothers particularly believe in. It is that at Tottenham House, Tottenham Court Road, more familiarly and affectionately known as Shoolbred's. It will begin on the 12th, and continue for the 13th and 14th. During those three days of rare opportunity, reductions of real scope will be made in every department. In drapery, furniture, hardware, china, carpets, curtains, linens, as well as dress, and also in certain groceries, there will be really remarkable value offered. The three days will afford opportunity for renewing wardrobes, replenishing stores depleted by Christmas hospitalities and generosity, renovating house furnishings when the spring comes, putting fresh linen into the cupboard, and fresh pots and pans in the scullery and fresh brushes in the house, at cost more reasonable than has been possible for a long time. There will certainly be a rush of the wise to Shoolbred's on the 12th, 13th, and 14th.

There is a sale at Robinson and Cleaver's celebrated Belfast House in Donegal Place of the capital of Ulster which is well worthy of attention by those who appreciate first-rate value. An excellent postal department makes it easy for those on this side of the Irish Channel to avail



A RESTAURANT GOWN.

With her white taffetas striped with silver thread, she wears a coatee bodice of black velvet. The hat is black velvet too, and her scarf is gay with a flower pattern in many colours.

themselves of this opportunity, and the sale will be in progress throughout this month. A number of oddments of bleached damask, such as table-cloths, 2 by 2, at 14s. 11d.; 2 by 3, 21s. 11d.; hem-stitched linen damask tray-cloths, 14 by 20 inches, 3s. 6d.; 20 by 30 inches, 5s. 9d.—the value of all these items and many more is double. Samples cannot be sent because of the limited stocks. Carriage is paid on orders over 20s. in the United Kingdom. There are 230 bleached sheets offered, 2 by 3 yards, at 63s. 6d. a pair. Bleached plain cotton sheets, plain hemmed, 2 by 2½ yards, are marked down to 14s. 11d., 17s. 11d., and 19s. 6d. a pair, according to quality. Bleached twill sheets, 2 by 2½, at 13s. 9d., 15s. 4d., and 19s. 6d., are real bargains; there are in all these instances a wide range in sizes at slightly advanced prices and in quality. Ladies' pure linen handkerchiefs, with hand-embroidered initial, at 10s. 8d. a dozen, are wonderful value—as are men's fine mercerised hem-stitched handkerchiefs with spotted borders, about 20 inches, at 8s. 11d. a dozen. There are bargains in towels, in lingerie, in blouses and shirts, in washing fabrics, in silks, in stockings, and in under-wear—in fact, in every department of the Royal Irish Linen Warehouse, Belfast, most desirable bargains may be acquired.

The New Year's Honours are not very exciting. The new Countess is a lady of many friends. As Viscountess Middleton she has, with the position, taken its many responsibilities and had made herself a great favourite in the County of Surrey and in London. Her mother, Lady St. Helier, is well known as a philanthropist and as a woman of brilliant attainments. As Lady Jeune, she was, in Victorian days, a hostess whose parties were celebrated for their aristocracy of talent. The second wife of the new Earl, Lady Middleton has one son, now in his tenth year. His step-brother, who is now Lord Brodrick, married in 1917, and his step-sisters are Lady Tweedmouth, the Hon. Lady Graham, the Hon. Mrs. Charles Meade, and the Hon. Moyra Brodrick.

The Hon. Lady Seely will probably be the first lady to have the use of a private aeroplane, for her husband, General Seely, has purchased one. His wife, being one of that plucky family, the Murrays of Elibank, will probably fly with him when he makes some of his journeys by air. Sir Philip Sassoon has a private 'plane, too, and regularly flies to and fro between London and Folkestone. He, however, is a bachelor, and a particularly eligible one, and will have to be careful about an invitation to "fly with me," lest it should be interpreted more than temporarily.

A. E. L.

Wana-Ranee

Regd

The Perfume of Ceylon



EXQUISITELY floral and typically eastern, Wana-Ranee appeals with a mystic charm entirely its own. Refreshing as a breeze from Ceylon and wonderfully lasting, it is

A Dream of Oriental Fragrance

For the perfectly harmonious toilet which distinguishes the woman of taste, a complete, dainty series is provided as under

Perfume, 4/6, 9/-, 17/6, 27/6 and 52/6 per bottle;
Hair Lotion, 7/9; Toilet Water, 7/-; Face Powder, 9½d. and 1/4;
Dental Cream, 1/4; Soap, 1/- and 1/9 per tablet.
Cachous, 6½d.; Sachets, 7½d.; Toilet Cream, 1/3; Bath Crystals, 3/6 and 6/3;
Shampoo Powders, 3d. each; Powder Leaf Books, 7½d.; Brillantine, 2/-

Of all Chemists and Perfumers.

J. Grossmith & Son, Ltd.,

Distillers of Perfumes and Fine Soap Makers,

Newgate Street, LONDON.





WARING & GILLOW'S SALE of LINENS and DRAPERIES NOW PROCEEDING.

LINEN BARGAINS.

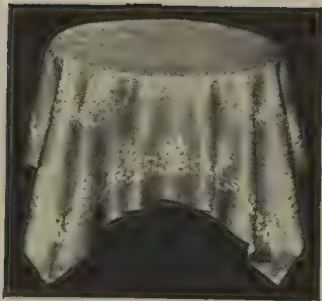
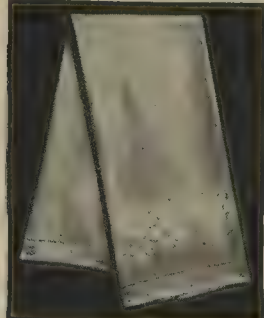


TABLE CLOTHS.

SPECIAL OFFER.
Exclusive design in all
Linen Damask Table
Cloths, as illustrated.
Size 54 by 54 ins.
Usual price 19/6
Special sale price 16/9 each.
Size 63 by 63 ins.
Usual price 25/6
Special sale price 21/- each.
Size 72 by 72 ins.—
Usual price 33/6
Special sale price 27/6 each.
Table Napkins to match.
Size 24 by 24 ins.
Usual price 49/6 doz.
Special sale price 39/6 doz.
Exceptional value in fine
Irish Union Damask Table
Cloths.
Size about 50 by 50 ins.
Usual price 13/6
Special sale price 10/6 each.

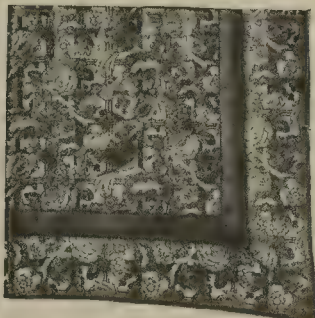


TOWELS.

160 doz. Fine Hemstitched
Huckaback Face Towels
with Damask Borders, as
illustrated.
Size 18 by 33 ins.
Usual price 39/6
Special sale price 29/6 doz.

SHEETS.

Exceptional offer, 100 pairs
Irish Hemstitched all Linen
Sheets.
Size 2 by 3 yds.
Usual price 70/-
Special sale price 59/6 pair
Superfine Quality Hem-
stitched Longcloth Sheets.
Size 2 by 3 1/2 yds.
Usual price 49/6
Special sale price 39/6 pair.
Size 2 1/2 by 3 1/2 yds.
Usual price 60/-
Special sale price 49/6 pair.



DOWN QUILTS.

Down Quilts covered in our
own exclusive designs, as
illustrated. Size 6 by 4 ft.
Usual price 69/6
Special sale price 63/-
Size 6 by 5 ft.
Usual price 84/-
Special sale price 79/9
Extra well-filled Pure Down
with wide Borders.
Down Quilts in a variety of
designs and colours.
Size 5 ft. 6 ins. by 4 ft.
Usual price 33/6
Special sale price 29/6
Size 6 ft. by 5 ft.
Usual price 49/6
Special sale price 39/6

DUCHESSE SET.

Lace Trimmed Duchesse
Set. Usual price 10/9.
Special sale price 7/11 set.

DRAPERY BARGAINS.

CRETONNES, &c.

4,000 yards 31 ins. Domestic
Cretonne, black ground,
well covered floral design.
Usual price 2/3 1/2 yd.
Special sale price 1/10 1/2 yd.
7,500 yards Heavy Domestic
Cretonne in a large range
of designs and colours.
Usual price 2/9 yd.
Special sale price 1/3 1/2 yd.
10,000 yards 31 ins. Heavy
Quality Cretonne in a large
number of designs and
colour treatments.
Usual price 2/9 yd.
Special sale price 1/6 1/2 yd.
3,000 yds. 50 ins. Cretonne
in old English Chintz design
and colours.
Usual price 5/11 yd.
Special sale price 3/11 yd.
Short lengths of Hand
Printed Linens, Taffetas,
Cretonnes, etc., also re-
mnants to be sold at half-price.
Samples of Sale goods can-
not be sent by post.

TAPESTRIES, &c.

30 pieces of Embossed
Velour, slightly imperfect in
weaving, colours Brown,
Copper, Blue, Rose, and
Purple, 50 ins. wide.
Usual price 17/9 yd.
Special sale price 11/9 yd.
12 pieces 50 in. Mercerised
Velour, slightly imperfect in
weaving in Purple and Rose
colours only.
Usual price 13/9
Special sale price 6/11 yd.
2,700 yards 50 in. Heavy
Reversible Chenille, suit-
able for Winter Curtains,
in Brown, Rose, Blue,
Wine and Champagne.
Usual price 13/11 yd.
Special sale price 8/11 yd.
20 pieces 50 in. Cotton
Tapestry, guaranteed un-
faded, quaint cottage
designs in a variety of
unique colourings.
Usual price 9/6 yd.
Special sale price 6/11 yd.

CASEMENT CLOTHS.

15 pieces 50 in. Cotton
Gabardine, suitable for
Casement Curtains or
Dresses, in Green only.
Usual price 4/11 yd.
Special sale price 2/11 1/2 yd.
7,500 yds. 50 in. Bolton
Twill Sheeting in 7 different
colours.
Usual price 4/11 yd.
Special sale price 2/11 1/2 yd.
30 pieces 50 in. Fine Mer-
cerised Casement Cloth
with silky effect, in Gold,
Green, Mauve and Rose.
Usual price 6/6 yd.
Special sale price 4/11 yd.
5,000 yds. 50 in. Cotton
Casement, with artistic Bor-
ders in different designs
and colours.
Usual price 4/6 yd.
Special sale price 2/9 1/2 yd.
10,000 yards 50 in. Cotton
Casement Cloth in 14 var-
ious colours.
Usual price 3/3 yd.
Special sale price 2/3 1/2 yd.

*The Specimen Bargains above are merely
examples of the wonderful value to be obtained.*

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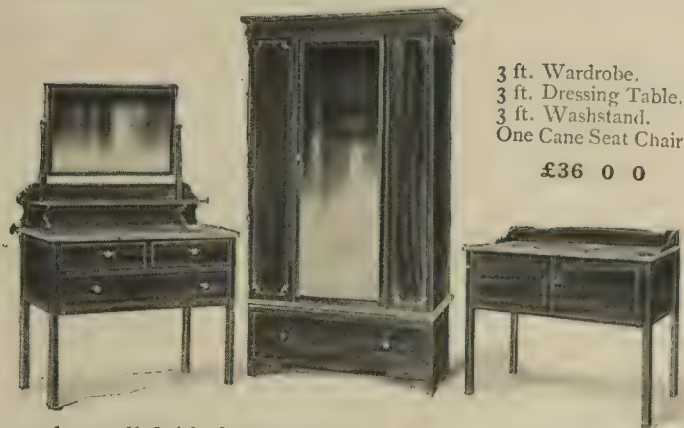
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HAMPTONS

JANUARY SALE

secures to every Customer values in House
Furnishings that are never equalled elsewhere.
For Example:



3 ft. Wardrobe.
3 ft. Dressing Table.
3 ft. Washstand.
One Cane Seat Chair.
£36 0 0

Nine only, well-finished **Mahogany Suites**, as illustrated above.
Exceptional Value, **Clearing at £36 0 0**

Well-made **Oak Suites**, finished a good rich colour, with the maximum
amount of accommodation, consisting of 3 ft. Wardrobe, 3 ft. Dressing
Chest, 3 ft. Washstand, One Cane Seat Chair.

Usual price £39 15 0; **Clearing at £31 15 0**

Two inlaid **Mahogany Suites**, comprising 5 ft. Wardrobe fitted with
2 doors with mirror in each, 2 drawers in base, 3 ft. 9 in. Knee-hole Dressing-
table, fitted 5 drawers with large mirror and 2 jewel drawers on top.
3 ft. 9 in. Knee-hole Washstand fitted 2 cupboards and drawer, white marble
top and back, 2 Chairs. **Reduced from £100 0 0 to £82 0 0**

6 ft. **Mahogany Suites**, comprising 6 ft. Wardrobe enclosed with
3 mahogany panelled doors, two-thirds fitted for hanging with brass rod and
sliding hooks, one-third fitted drawers and shelves, 3 ft. 6 in. Dressing Table,
fitted with two short and one long drawers and large mirror, 3 ft. 6 in.
Washstand, with marble top and transparent glass in mahogany frame back,
and cupboards under, 2 Cane Seat Chairs. **Clearing at £98 0 0**

**For many other unequalled bargains in Furniture—
Modern, Antique and Second-hand—Carpets, Furnishing
Fabrics, Lace Curtains, Household Linen, Wallpapers,
China, Glass, Ironmongery, Pianos, etc., see Hampton's
Sale Catalogue, sent free. PALL MALL EAST, S.W.1.**

BURBERRY KIT FOR WINTER SPORTS

Designed by famous Alpine sportsmen,
completely satisfies the exacting demands of
Ski-ing, Skating or Luge-ing, and supplies
the most protective and serviceable dress
available for exercise on ice or snow.
Burberry Winter Sports' Cloths are especi-
ally finished with smooth surfaces, so that
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lightweight, yet strong and durable. Woven
and proofed by Burberry processes, they
exclude wind, snow or damp; are luxuriously
warming, yet perfectly self-ventilating and
healthful under all conditions.



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HINTS ON ALPINE SPORTS

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A Handbook of
invaluable ad-
vice written by
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During January a limited number of Weather-proofs and
Suits for Men and Women at very advantageous prices.
Full Sale Catalogue and Conditions on request.

BURBERRYS

8 & 10 BOUL. MALESHERBES PARIS:
BASINGSTOKE AND PROVINCIAL AGENTS

LITERATURE.

"The Romantic Roussillon."

"The Romantic Roussillon" (Fisher Unwin) of which Miss Isobel Savory writes, is in the Department of the Eastern Pyrenees. Belonging to the Mediterranean, in the far corner south of Provence, it merges into Spain, of which it was once a part. The stark grey line of the Corbières was the old frontier. France, in a sense, is left when the Roussillon is entered. People in the train talk Catalan amongst themselves. To be precise, the country is about seventy-five miles long and less than forty wide. Our travellers arrived in it early in the autumn—with Miss Savory was Miss M. Landseer MacKenzie, of whose inherited gift with the pencil which her name indicates the illustrations give proof and left in June following. In the ten months they walked over most of it, squeezing in at Salses, exploring the valleys and gorges of the Agli, the Tet, the Tech, ascending Carrigou, visiting Collioure, and Port Vendres, and, of course, Perpignan, the capital, and finding the spirit of the place most completely, it would appear, at Serrabona in the Aspres mountains. The vine was everywhere in evidence. These ten months, we are told, pricked many bubbles. The Catalan dances were never danced, the Catalan people frayed the temper, and cutting like a whip and-tearing like a demon was the Tramontane, the wind to which the Romans raised a monument at Narbonne. Yet if the Roussillon tumbled their illusions, it also provided them with other shows, in which we duly share in these pages. But for us the real discovery of this book is an artist in words. Miss Savory has fashioned a style for the descriptions of her romantic Roussillon which exactly fits it. They are at once pliant and precise; exuberant yet restrained. Her admirations carry her to the very edge of ecstasy, but never over it, and they are always circumstantiated by knowledge and

observation. "The water in the harbour (Port Vendres) is a luminous thing, mysterious in that: one wants to be in it, under it, held up by it. Lying on the opposite side there is a schooner like a gull; her lines reminded one of nothing else. And she was white, except for an orange-red belt just above the water. Her name, *Papa Nicolo*,

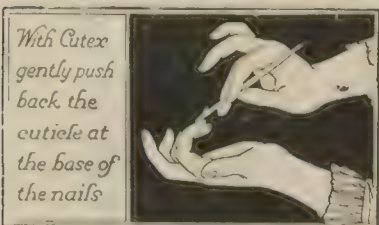
The Great War: By Pen and Pencil.

Adventure" (John Lane), which the clever artist of *The Illustrated London News* has written and illustrated with his usual skill. Grave as is the subject, it is enlivened by sketches from the author's own pencil of striking personalities and incidents which, with the letterpress, have given us a volume of which it might be said, as it was once said of a realistic story, that "every page palpitates with actuality." Nothing was too large, nothing too small, for the pen or pencil of the clever author, and the outcome is a volume which is often entertaining, as well as realistic, despite the nature of its subject. Glimpses of historic figures and world-changing incidents lend permanent value as well as passing interest to the pages, and the author's wide experience ensures that all his subjects are treated in convincing fashion. The restrictions imposed by the authorities are abided by, although many are unconventional, the artist not concerning himself overmuch with the rules laid down "for the observance of war-correspondents," and for that reason the work is more than commonly interesting. We are given a host of glimpses of scenes and people *en route*, notably of the splendid crowd of young fellows "as different as chalk is to cheese in comparison with the old generation of under-sized Frenchmen." Feeling was so high in Calais when Mr. Price arrived that the author-artist, making a sketch, was threatened with getting into trouble. The all-absorbing question at that time was "What would England do?" and when Mr. Price arrived in Paris "the shadow of war was already overhanging the gay city." There are many vivid sketches, verbal and artistic; and the volume teems with details now matters of history. There are also many gruesome scenes described, but with a judicious reserve.



AN "EDDYSTONE" FOR AIR-VOYAGERS: THE NEW AERIAL LIGHTHOUSE AT HOUNSLOW AERODROME. Our photograph shows the second aerial lighthouse erected at Hounslow to facilitate night landing. It throws a revolving beam of 70,000 candle-power, which attains its maximum brilliancy every five seconds. The lighthouse is in operation from sunset to sunrise.—[Photograph by C.N.]

and she came from Genoa." With this sensitive, explicit touch the author gets down the people as well as the scenery of Roussillon—how excellently caught, for example, is "Maman" of the inn at Salses!—and she has absorbed its history also, and searched its Romanesque art. The result is a harmony of matter and manner which gives her volume a place of real distinction in the literature of travel.



Have lovely, shapely nails

Cutex manicure improves your nails even the first time you use it. Use Cutex to soften and remove the cuticle gently. This is so much better than cutting the cuticle, because cutting only makes hard cuticle grow all the more. Moisten the absorbent cotton you find in the Cutex package, wrap it about the orange stick and gently wipe off the cuticle—that's all!

Cutex costs only 2/- at any Chemists, Stores or Perfumers.

Cutex nail white and Cutexcuticle comfort are each 2/- also. Post free 2/3 from

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4 & 5, Ludgate Square,
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Sole Agents for the
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For Nursing Mothers

Benger's Food is especially recommended by medical men. It is so light, so highly nutritious, and so easily digested that it is especially beneficial in promoting a full supply of natural milk.



is also highly esteemed and prescribed by doctors for especially nourishing backward and ailing children. Its delicate biscuit flavour is pleasing to all who find milk difficult to take, and Benger's may be most successfully flavoured with coffee, tea, chocolate, etc.

"The twin boys were very feeble and delicate. They were fed chiefly on Benger's, and are now sturdy boys."—From a Mother's letter.

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Full particulars and directions with each tin.

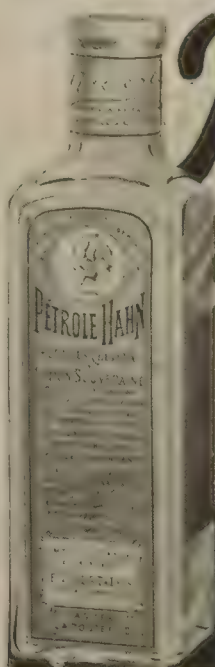
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Petrole Hahn

FOR THE HAIR

For ladies, Petrole Hahn facilitates waving and permits the most elegant coiffures. For men it prevents falling hair due to fatigue or constant overstrain. The safe and sure hair dressing for the nursery. Free from all danger.

Insist on the genuine Petrole Hahn, bearing the signature of the inventor. Highly concentrated. Very economical in use.

Large size 7/-; Smaller size 4/6.

Supplied by all Chemists, Druggists, Hair-dressers and Stores.

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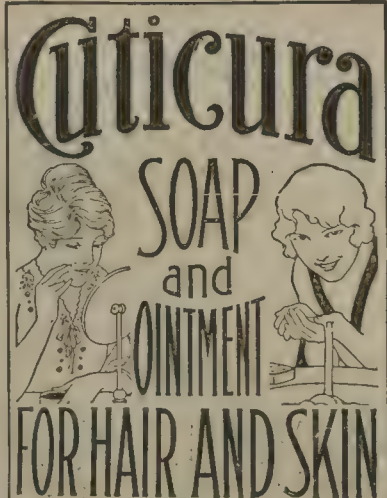
The Artistic Motor House

BROWNE & LILLY structures are economical in first cost—durable—artistic. You must order now to ensure a good home for your new car when delivery is effected. Have the Motor House ready. Price £20 to £100.

Write for Free Illustrated Catalogue, which gives particulars of Portable Buildings.

BROWNE & LILLY, Ltd.

Manufacturers and Exporters,
THAMES SIDE, READING.

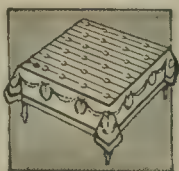


Treatment for pimples and blackheads: At night smear them with Cuticura Ointment. Wash off in five minutes with Cuticura Soap and hot water and continue bathing a few moments.
Treatment for dandruff and itching: On retiring rub Cuticura Ointment into partings all over scalp. The next morning shampoo with Cuticura Soap and hot water. Repeat in two weeks if needed.

Soap 1s., Ointment 1s. 3d. and 2s. 6d. Sold throughout the Empire. For thirty-two page skin booklet address: F. Newbery & Sons, Ltd., 27, Charterhouse Sq., London. Also for mail orders with price. Cuticura Soap shaves without mug.

Robinson AND Cleaver's Great Linen Sale

TABLE LINEN.



Lot 481. Empire Period. Pure Linen Damask Table Cloths.

2 x 2	2 x 2½	2 x 3 yds.
31/-	38/7	46/4
2½ x 3	2½ x 3½	2½ x 4 yds.
58/6	68/8	78/6 each

NAPKINS: 22 x 22 in., 38/-
2½ x 24 in., 51/- dozen.

Lot 178. 2 x 3 yards, heavy make, grass bleached—38/6 each.

Lot 181. 2½ x 2½ yards, heavy make, grass bleached—44/- each.

BED LINEN.

HEMSTITCHED LINEN SHEETS.

No. L Quality Medium Weight

Size (yards) per pair.

2 x 3 Single Bed ... 97/6

2 x 3½ " " ... 102/-

2½ x 3 Double " ... 122/-

2½ x 3½ " " ... 143/-

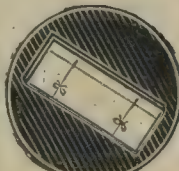
3 x 3½ extra wide ... 169/-

Size (ins) LINEN PILLOW CASES each

20 x 30 ... 10/-

22 x 32 ... 11/9

27 x 27 ... 12/6



ALSO BARGAINS IN

BLOUSES.

Lot 123. Blouses in special quality Crêpe-de-Chine, the well-cut collar and front outlined with open stitching and self-embroidered spots. Colours: Ivory, Champagne, Flesh, Helio, Grey, Jade. 13 to 14½. Sale Price 24/9

Lot 124. Cosy quilted Dressing Gown in Japanese silk, lined silk, finished at waist, silk cord girdle. In a variety of colours. Clearing at Each 29/6

Lot 124. Dresses in Velvet, cut on good straight lines, trimmed with wool embroidery. Several styles, and all good colours. Clearing, one price 69/6

CHILDREN'S OUTFITS.

Lot C12. Little Girls' Frock in fancy check of blue and pink, box pleats, finished at neck, wrist and waist of plain material. Sizes, 18 and 20 inches. Sale Price 16/11

Lot C6. Girls' Velour Hats, to fit up to 6 years, all colours. Usual Prices 42/6 and 37/6. Sale Price 15/6

Not on approval.

Lot C63. Infant's Cot, trimmed with washing Scotch net, curtains, flounces and cover with fancy edge. Sale Price £6 16 6

Ribbons extra.

DRESS LINENS.

Irish Dress Linen "Uncrushable," 36 in. wide, unprocurable elsewhere. Many beautiful shades. Worth 4/11. Sale Price, yd. 3/9

Fine White Robe Muslin, 46 in., Sale Prices 1/6, 2/6, 2/11, 3/6 yd.

Organdi Muslin, 46 in., Sale Price 3/6 yd.

Trusmain, 40 in., a dainty coloured lawn, all colours and white. 1/11 Sale Price, yd.

Real Scotch stripe Winsey, 31 in., Sale Price yd. 2/4

Illustrated Sale List (J 9) post free.

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Every
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reduced.

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VIRGINIA CIGARETTES

WE owe it to ourselves in these days of high prices and inordinately large taxes and super-taxes to see that we get maximum value for what we spend.

In handsome boxes:

100	—	7/-
50	—	3/6
25	—	1/9

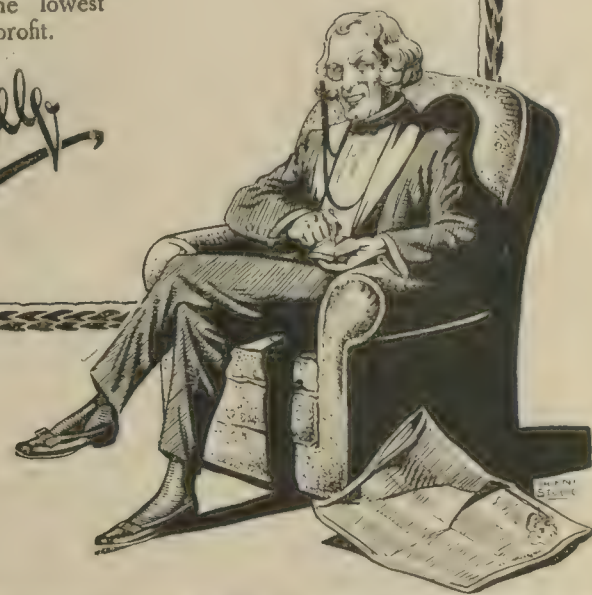
Of all high-class tobacconists.

Made by
Alexander Boguslavsky, Ltd.
55, Piccadilly, W.

Otherwise not only will some of our comforts have to be sacrificed, but our much-needed charitable donations will have to be regretfully curtailed.

In the matter of cigarettes the Piccadilly undeniably has first claims upon the thoughtful smoker. They are the highest attainment in the art of cigarette making, sold at the lowest possible margin of profit.

Piccadilly



When your day's
work is over

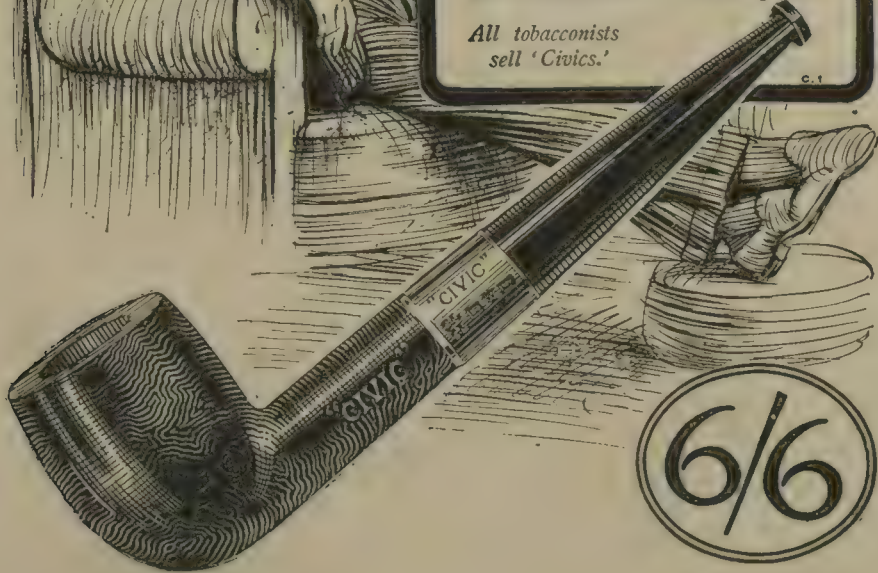
and dinner is past—then
is the time to draw out
and fill your trusty 'Civic'
Pipe. It smoothes away
the cares of the day.

THE
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PIPE

Makes leisure a pleasure

50 SHAPES—ONE price

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6/6



Marks and their Meaning.

The Hall Marks on Gold or Silver guarantee its quality. The signature of LEA & PERRINS in white on a bottle of Sauce is a Hall Mark to indicate the Original and Genuine Worcestershire.

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FOUNTAINS



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—all that pens
should be

In a "Swan" you have a pen that will give no trouble whatever. You have, too, a pen which for smoothness of nib, ink capacity and strength of the various parts is beyond comparison with any other. As for endurance—20 to 25 years' service is a common record.

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SCIENCE JOTTINGS.

SYNTHETIC WINE AND OIL.

A SHORT time ago it was mentioned in this column that the Germans professed to have discovered a bacterium, inhabiting apparently some sort of wood-fungus, which enabled them to manufacture proteine at will. For better particulars of this substance we still wait, but its discovery would undoubtedly give us a great step on the path to the synthesis of food, which is perhaps the most crying need of the present day. In the meantime, two other discoveries are announced, this time by English men of science, which may show us that the synthetic production of two other foods more desired by man in general than any of the proteids, is not far off.

The first of these discoveries, if it can be called such, is the profitable manufacture of alcohol otherwise than by the destructive distillation of grapes, grain, or even wood. Nearly a century ago, Hennel announced that alcohol could be synthesised from ethylene or olefiant gas, one of the hydro-carbons not unrelated to the more familiar acetylene. If this be absorbed by sulphuric acid, the result is ethyl hydrosulphate, which on being distilled with water gives alcohol. Now, a small quantity of ethylene is always present in the gas given off in coke ovens, and Mr. E. Berry, of the Skinninggrove Iron and Steel Company, has shown, in a paper lately read by him to a learned society, that this is sufficient to make the manufacture of artificial alcohol profitable. If his figures are correct, 1.6 gallons of alcohol can be obtained from every ton of coal in the process of its conversion into coke, and thus 23 million gallons of alcohol can be got from the coke normally produced in this kingdom in one year. The process is a perfectly simple one, and only demands a temperature of from 60 to 80 deg. Centigrade, or considerably less than the boiling point of water; and another 27 million gallons could, on the same authority, be recovered from the coal gas annually made, without detriment apparently to the illuminating power of this last. It is, of course, not suggested that the alcohol thus made should be

consumed by mankind in the shape of whisky, falsely so-called or otherwise. But when we consider that nearly all the whisky in the kingdom was during the late war



GIVER OF 2000 GALLONS IN 309 DAYS: MR. HOLT THOMAS' FRIESIAN COW, "KINGSWOOD MYRTLE."

"Kingswood Myrtle" averaged over 6½ gallons for 300 days, and is still giving over five gallons. The price of milk is based on the ordinary cow yielding 1.35 gallons a day! Another Friesian cow in the same herd has given 1300 gallons in 200 days, and is still giving six gallons a day.



A RELIEF MOTOR-ROAD: AT WORK ON THE NEW HIGHWAY BETWEEN THORNTON HEATH AND PURLEY. The road is designed to relieve the dangerously congested traffic of Croydon and neighbourhood. It will have two tracks—one for motors and the other for cycles.—[Photograph by Topical.]

commandeered by the Government to assist in the manufacture of explosives, it is evident that alcohol produced by Mr. Berry's process would set free a great

quantity of malt spirit to be used for what some may consider nobler purposes. Not very different from this is the artificial manufacture of oil. In the *Biochemical Journal* for November, Drs. Lapworth and Pearson inform us that while searching for a synthetic compound resembling oil, they bethought themselves of using mannitol, a polyhydric alcohol with a higher boiling point than glycerol, which is one of the constituents of olive oil. With 100 grammes of pure olive oil of fair quality, they mixed 31 grammes, or rather less than a third of its volume, of mannitol, adding to it a very small quantity of sodium ethoxide, one of those mysterious substances called catalysts, which act by their presence without any apparent change in themselves. The product, when gently heated, was an oil resembling olive oil in appearance, and "recalling"—as its discoverers cautiously say—that commodity in smell and taste. Nor was this all. In the same journal it is recorded that Professor Halliburton, whose excellent work on vitamins has been more than once referred to here, experimented with this on the "vile bodies" of rats, and found that it was assimilated by the animal organism in the same way and with the same effect as the natural product. Here, again, it is as a substitute, or what the Germans call a "surrogate," that the synthetic product will apparently be the most valuable. Truth to tell, Professor Halliburton's rats,

although they consented to live on it, did not, apparently, take over-kindly to the new aliment, and lost weight when it was given them in substitution for the natural oil of the olive. Yet the manufacture of mannitol oil on a large scale would no doubt set free a great quantity of the natural product now used for other than edible purposes, and would thus materially increase the supply of food, especially in the South of Europe.

Thus one may deduce a feeling of confidence that the days when mankind labours from morning to night—

Storing yearly little dues
Of wheat, and wine and oil,

are numbered. It is true that the discovery of more means of artificially manufacturing flour or its equivalent in the laboratory has yet to be made. F. L.

"The Pride of the West COUNTRY"



THE SONS OF St. IVEL HOME FROM THE WAR

During the war many a gallant West COUNTRY cheese-maker fought for King and Country, and the production of your favourite Cheese was hampered. Now these lusty men are back you may once more count on a regular supply of the delicious health-giving

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St. IVEL
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MIXTURE
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MARVELLOUS PREPARATION

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Invaluable for Toilet Purposes.
Splendid Cleansing Preparation for the Hair.
Removes Stains and Grease Spots from Clothing.
Allays the Irritation caused by Mosquito Bites.
Restores the Colour to Carpets.
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Price 1/4 per Bottle. Of all Grocers, Chemists, Etc.
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The quaint little "Kiwi" lives in the New Zealand Forests. It has rudimentary wings and does not fly, but it "runs like a race-horse!" Like "Kiwi" Polish, it makes great strides.

Just a little smear and a little rub give your boots a brilliant, lasting, jet-black shine.

"Kiwi" is the most economical and satisfactory Boot Polish in the World. Try it!

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EDISWAN**

THE LIGHT OF
OTHER DAYS
WAS POOR INDEED
IN COMPARISON WITH
THE BRILLIANCE OF
MODERN LAMPS
USE

ROYAL EDISWAN
DRAWN WIRE $\frac{1}{2}$ WATT TYPE LAMPS

ENGLISH EDISWAN. EVERYTHING ELECTRICAL

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Try the following simple treatment to free yourself from sore hands, chilblains, eczema, etc:—

After thoroughly cleansing the sore places, smear Zam-Buk gently over them and wrap them up carefully in soft linen. It is very helpful, particularly during the night, to wear an old glove ventilated by slits in the palm.

Every dressing of Zam-Buk has a marked soothing and healing effect. In addition, Zam-Buk has valuable antiseptic properties which keep the broken skin free from infection by disease germs. Zam-Buk completes its healing by growing layers of new healthy skin.

Zam-Buk is so pure and refined that it may be used for all sorts of skin abrasions or soreness.

Zam-Buk

FREE TEST.

Send a postcard to-day to the Zam-Buk Laboratories, Leeds, for one Free Sample Box of Zam-Buk. Write your name and address clearly and be sure to mention the "Illustrated London News," 10/1/20. This is essential. There is no charge whatever.

Zam-Buk is without equal for Eczema, Ulcers, Ringworm, Scalp Sores, Poisoned Wounds, Piles, Chapped Hands, Chilblains, Cold Sores, Cuts, Burns, Scalds, Rheumatism, Sprains, Skin Chafing, etc.

Sold in 1/3 and 3/4 boxes—large size containing nearly four times the small size—by all Chemists and Stores, or direct for same price from The Zam-Buk Laboratories, Leeds. Depots also at Capetown, Toronto, Sydney, Calcutta, Bombay, Cairo, etc.



"A good digestion turneth all to health."
WORDSWORTH.

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Household
Gods**

To bring colour to the cheek and clearness to the eye is the function of Eno. The strong and vigorous know it as a bulwark of health—while those troubled with ailments arising from digestive disorders find it a staunch and steady restorative to physical well-being. So, after fifty years of well-doing, the familiar bottle of Eno has risen in millions of homes to be one of the most honoured of household gods.

ENO'S FRUIT SALT

Once a day, morning or night, a glass of water with a dash of Eno keeps the system of young and old alike fresh, clean, vigorous.

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THE CHRONICLE OF THE CAR.

Motor Taxation Questions.

There seems to be a great deal going on behind the scenes with regard to the proposed alteration in the basis of motor taxation, and the various moves will bear watching. It was stated a short while since that the intention of the Ministry of Transport was to abandon the fuel tax in favour of an increased impost on the vehicle. That brought out a long list of reasoned criticisms which, I think, showed that the best as well as the fairest method of taxing mechanically propelled traffic is by means of a fuel tax, without rebates or exemptions of any kind. The one stumbling-block in the way of the universal fuel tax seems to be benzol and other home-produced fuels; but, as I pointed out in these notes some weeks ago, the tax is not penal, nor designed to propagate the use of one fuel at the expense of another. It is, first and last, a highway tax, and, as such, must be paid by all who use the roads. Logically, it would be quite unfair out of the question; indeed—to tax one fuel and let another go free. If we are to be taxed on our fuel for the purposes of highways maintenance, then all fuels, irrespective of country of origin and all other considerations, must pay alike. There are signs that this principle has been recognised in official quarters, and that the Ministry of Transport finds itself up against a difficulty.

This seems to emerge in the statement that was made just before the rising of Parliament for the Christmas holidays, to the effect that the fuel tax is to be no longer ear-marked for road purposes, but will go into the general fund. If that is to be taken seriously, then it would seem that the decision has been taken more or less definitely to abandon the fuel tax altogether, and tax motor vehicles more heavily and directly than at present. What seems obvious is that the Government fears that a proposal to tax the

home-produced fuels would be criticised as penalising a new industry which it is desirable to encourage in the interests of the nation, and, sooner than incur the displeasure of the vested interests, it will readjust the whole incidence of the motor taxes. If that is so, then I think the point of view is altogether wrong. Manifestly, the best and fairest way of taxing road vehicles is in direct

because it happens to be the best and fairest way of collecting it, is merely incidental to the case. It neither penalises the one nor encourages the use of the other fuel. That, I think, is the point of view that should be adopted by the motoring organisations when the time comes to fight out the whole question of the basis of taxation. That time is not very far off, and the sooner these organisations are prepared with a policy to which the whole of the motoring community can subscribe the better. At present I hear very little of the essential propaganda.

The Rolls-Royce in America.

At least one British firm of manufacturers are losing no time in carrying the commercial war abroad. Rolls-Royce, Ltd., have purchased the works of the Wire Wheel Corporation at Springfield, Mass., for the purpose of building Rolls-Royce cars there. The number to be produced is limited, as must always be the case where a high-grade car is concerned, and there is no question of building anything but a car which is right up to the superlative standard of construction and running which has always characterised the Rolls-Royce and has placed it where it is—at the very front of the world's motor industry. No chassis will leave the Springfield works unless it is at least as good in every respect as the chassis which are being made contemporaneously in England. In order to secure this end, and to satisfy American purchasers that this is the case, it is intended to ship periodically to America a certain number of chassis built at Derby. These will be mixed with chassis produced at Springfield, so that the purchaser will never know

whether he is getting the American or the British product. It is anticipated that the works will be in operation in a very few weeks from now; but in the meantime chassis built at Derby are being exported to America to fill the gap. That the venture will succeed there is no room to doubt, since even in face of heavy import duties the Rolls-Royce has always sold readily among the

(Continued overleaf.)



BRITISH MOTOR TRANSPORT IN THE ITALIAN ALPS BEFORE AND AFTER THE ARMISTICE: A 25-H.P. VAUXHALL STAFF CAR IN THE VAL D'ANGOLO.

The photograph gives a good idea of the work which our motor transport did in Italy. The Vauxhall cars gave great satisfaction.

ratio to their use of the highways, and that can only be done through the fuel tax. That the home-produced motor fuels should come under the tax cannot be helped. As a matter of fact, it is scarcely a fuel tax at all, when we regard it properly. What it is, in fact, is a payment by the owner of a mechanically propelled vehicle for his use of the highways. That this payment is levied on his fuel, simply

URODONAL

dissolves uric acid.

The sign of the temporal artery denotes the beginning of Arterio-Sclerosis.



"The age of a man is the age of his arteries. Keep your arteries young by taking URODONAL, and you will thereby avoid Arterio-Sclerosis, which hardens the walls of the blood vessels and renders them stiff and brittle."

Recommended by Prof. LANCEREAUX, late President of the Académie de Médecine, Paris, in his "Treatise on Gout."

THE SIGN OF THE TEMPORAL ARTERY.

"Arterio-Sclerosis is a progressive modification of the blood vessels, which, by coming into contact with blood that is loaded with poisonous substances, gradually become stiff and friable to the point of resembling clay-piping."

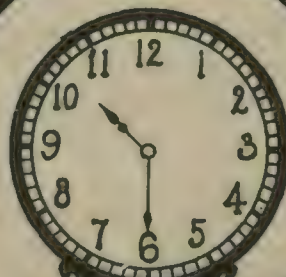
* Candidates to arterio-sclerosis usually digest their food improperly, and are subject to many distressing symptoms; the least exertion produces exhaustion, and they become irritable, worried and melancholic.

"There is, however, a further symptom which is quite unmistakable, viz., the sign of the TEMPORAL ARTERY."

If you should see between the eye and the root of the hair, under the wrinkled and withered skin of the temples, a kind of hard, bluish, and knotted cord protruding, be on your guard, for you are threatened with senility. It does not matter if you have not a white hair; your arteries are growing old. Act immediately.

"Purify your blood of poisonous substances and especially of the most dangerous of all—viz., Uric Acid. To effect this miracle it is only necessary to take a thorough course of Urodonal, which dissolves uric acid as easily as hot water dissolves sugar, and which is the standard treatment of arterio-sclerosis—as is clearly demonstrated by the latest experimental researches of Dr. Légerot, the eminent Professor of Physiology at the Ecole Supérieure des Sciences d'Alger."

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JUBOL

Sleep is "tired Nature's sweet restorer," to quote the immortal bard. Sleep which is intermittent and associated with bad dreams is not really sleep—in the best sense of the word. Sleep is essential to health, and to life itself. It is rarely enjoyed by

those who are constant sufferers from Constipation, Indigestion, Liver Sluggishness, etc. You must put these matters aright before you can hope for regular

While sleepless men to bed will creep,
The JUBOL man has healthy sleep.

and health-giving sleep. JUBOL will re-educate your intestine, and ensure perfect night's rest.

JUBOL contains bile-extracts, which stimulate the muscular coats of the bowel, and of the active principles of the intestinal glands. The mechanical process of evacuation is effected mainly by agar-agar (an edible Japanese sea-weed), which absorbs water, and acts as a sort of sponge in the bowel, the mucous membrane of which it thoroughly cleanses. There are also iodised fuci and other constituents.

JUBOL acts by stimulating physiological action, and thereby avoids the injurious effects of prolonged and indiscriminate use of purgatives, which in the long run never effect a cure.

No one who suffers from constipation can afford to neglect this remedy. A few months' treatment is in practically all cases sufficient to cure this distressing condition.

Full particulars of JUBOL, together with a useful booklet on DIET, will be sent post free on application to the Sole British Agents, HEPPELLS, Chemists, 164, Piccadilly, London, W.1.

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Prepared at Chatelain's Laboratories, Paris. Obtainable from all Chemists and Stores, or direct post free, 5/3 and 30/-, from HEPPELLS.

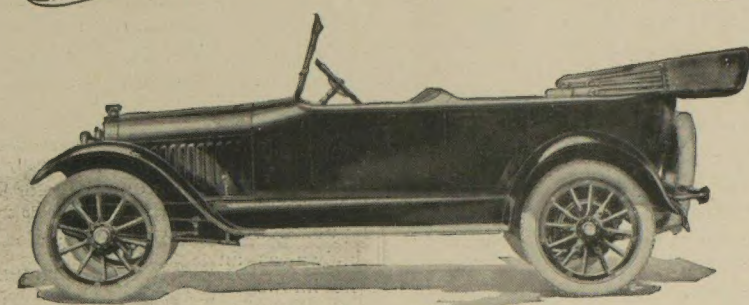
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Features that give Supremacy

There are two wonderful features about the Chalmers Engine—Hot Spot and Ram's Horn.

Hot Spot atomises the petrol. Ram's Horn carries those atoms to the equidistant cylinders with lightning-like rapidity, its shape preventing pools and cutting waste. These improvements ensure easy running, quick starting and engine reliability, and give better results from present-day petrol.

The "Hot Spot" Chalmers America's Favourite Six

There are other interesting features in a Chalmers—beauty of design and finish, correctly balanced light weight and dependability. Write for full details.

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Electric Starter & Lighting Equipment

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BROLT ELECTRIC LIGHTING and Starting Equipment.

*Takes you safely
through the
Darkness, be it
black as Egypt's
night*

No car is up-to-date without Electric Lighting and Starting Equipment, and no car is so well equipped for the road as that which is fitted with the BROLT System. It does make a difference what Electric Equipment you choose. The leading Car Manufacturers and users of the BROLT will tell you that there is nothing quite so good as the BROLT, and that although it may cost a little more than others, it is, in matters of power, service and efficiency the most economical of all. There is a BROLT Electric Equipment for every make and size of car. May we send you the "Book of the Brolt," giving full particulars?

BROWN BROTHERS LIMITED
with which is amalgamated James
Thomson & Son (Motor
Factors) Ltd.
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Branches—Edinburgh, Glas-
gow, Manchester, Newcastle,
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The
Proved
Best.

British
Built.

NAPIER

40-50 H.P.

SIX-CYLINDER MOTOR CARRIAGES.

COMFORT!

A NEW design of frame—enabling the carriage body to be made lighter—special attention to springing and the NAPIER Anti-rolling device combine to make the 40/50 h.p. Six-cylinder NAPIER ideal for comfort.

"Napiers have produced the finest and most luxurious vehicle in existence, without any exception whatsoever."

"Morning Advertiser,"
11/10/19.

Full particulars on application.

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Works: Acton,
London,
W.3.

Continued

wealthier and more discriminating of the American motor-
ing community, who have recognised the car for what it is.

"How to Visit the Battlefields."

Next spring many motorists will desire to make a pilgrimage to the battlefields of France and Flanders, and, whether their purpose be merely that of sight-seeing or one of a more sacred and intimate character, they will want to know how to make their journey with the minimum of trouble and to the best advantage. Let me recommend to them a book entitled "How to Visit the Battlefields," written by Captain Atherton Fleming, and published by Messrs. Cassell. Captain Fleming is well known as an automobile journalist and writer, so that he knows all about the motoring end of his subject and is not likely to lead the wayfarer into impossible places. He served in France and Flanders during the whole of the war, and fought on every sector of the British line. This, added to a faculty for acute observation and a retentive memory, makes him a facile guide to all there is of interest. His work is not a mere guide-book. It conveys all the information which is essential, but it is at the same time a fascinating human document. As a rule, one does not read guide-books for the sake of reading, but I confess I was unable to put down Captain Fleming's book before I had read it from cover to cover.

Petrol Profiteering Committee. Captain R. H. Montgomery, head of the Fuel Department of the Automobile Association, also Secretary of the Joint Fuels Committee, has been appointed to represent the Automobile Association on the Petrol Profiteering Committee. W. W.

A meeting is to be held at the Mansion House on Tuesday, the 13th, at 3 o'clock, for the relief of the Christian Chaldeans in Mesopotamia. The Chaldean Relief Committee, which is under the presidency of Lady Sykes, issues an appeal for funds, and says, in the words of Suleiman Sabbagh, Archbishop of Diarbekir: "The Turks, who have always looked upon the Christians in their Empire as friends and protégés of the Allies, took advantage of the state of war to show their hatred towards them by attempting to annihilate the race completely. Our small Chaldean nation, already so weakened, was on the point of total destruction." Contributions should be sent to the Honorary Treasurer, Mrs. Halford Hewitt, 9, Buckingham Gate, S.W.1.

CHESS.

E M LANE (Clapham).—We have no recollection of having received a problem from you previous to the one just to hand. This shall be examined and reported upon at an early date.

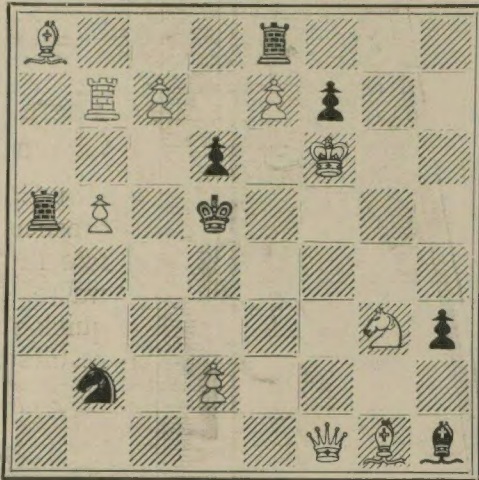
G M FOWLER (Horspath, Oxford).—The answer has been sent as you desired. The solution begins: 1. P to K 8th becomes R, etc.

E T J BLOUNT (Edinburgh).—Solution posted.

PROF. JULIUS NEUKOMM (Budapest).—We are much obliged for your problems, of which we hope to make use, and will try to let you know when they are to appear. We congratulate you on your excellent progress in English; it is really a most creditable letter you have written.

J B CAMARA (Madeira).—We are sorry to have hurt your feelings, and had no intention to do so. All the same, the problem was perfectly right and correctly stated.

PROBLEM No. 3827.—By W. R. KINSEY.
BLACK.



WHITE.

White to play, and mate in two moves.

CORRECT SOLUTION OF PROBLEM No. 3819 received from P V Early (Falsan, China); of No. 3822 from W E D Farmer (Toronto) and H F Marker (Porbandar, India); of No. 3823 from W E D Farmer; of No. 3824 from J B Camara (Madeira), and Victor Alfred Way (Sheffield); of No. 3825 from E J Gibbs (Upton Manor), Leon Rytski (Belfast), P W Hunt (Bridgewater), A W Hamilton-Gell (Exeter), Victor Alfred Way, Herbert Russell (Leicester), H Grasett Baldwin (Farnham), Th. Björnstad (Norway); Charles W Warry (Peckham), and R J Lonsdale (New Brighton).

CORRECT SOLUTION OF PROBLEM No. 3821 received from H F Marker (Porbandar, India); of No. 3822 from J B Camara (Madeira), and John F Wilkinson (Alexandria); of No. 3823 from R F Morris (Sherbrooke, Canada), Leon Rytski (Belfast), and J B Camara; of No. 3824 from Jas. C Gemmell (Campbelltown), Charles Cottier (Clarens), W Strangman Hill (Palmerston), H B (St. Leonards-on-Sea), James B Beresford (Chapel-en-le-Frith), W L Salusbury-White (Birstall), P Cooper (Clapham), H Cockell (Penge), A R Langdon, Mark Dawson (Horsforth), C W Warry (Peckham), Th. Björnstad (Norway), R C Durell (South Woodford),

E M Vickers (Norwich), T Palmer (Church), Leon Rytski (Belfast), and E J Gibbs (East Ham).

CORRECT SOLUTIONS OF PROBLEM No. 3825 received from C H Watson (Masham), G Stillingfleet Johnston (Cobham), A H H (Bath), H A Satow (Bangor), J S Forbes (Brighton), Joseph Wilcock (Southampton), F Richardson (Liverpool), and R C Durell (South Woodford).

CORRECT SOLUTIONS OF PROBLEM No. 3826 received from J S Forbes (Brighton), H Grasett Baldwin (Farnham), Jas. C. Gemmell (Campbelltown), G Stillingfleet Johnston (Seaford), H W Satow (Bangor), and A H H (Bath).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. F WILKINSON and R P MICHELL.

(Queen's Pawn Game.)

WHITE (Mr. W.)	BLACK (Mr. M.)	WHITE (Mr. W.)	BLACK (Mr. M.)
1. P to Q 4th	P to Q 4th	19. P to K R 3rd	K R to Q B sq
2. P to Q B 4th	P to K 3rd	20. P to K 4th	Kt to Kt 3rd
3. Kt to Q B 3rd	P to Q B 3rd	21. R to B sq	Kt to B 5th
4. Kt to K B 3rd	Kt to Q 2nd	22. B to Kt 5th	B to B 5th
5. Q to B 2nd			
In a tournament game against Tchigorin, Pillsbury now played			
5. P to K 4th with considerable advantage. The text move lacks vigour and purpose.			
6. B to K Kt 5th	Q to R 4th		
7. B to Q 2nd	Q to B 2nd		
8. P to K 3rd	B to K 2nd		
9. Q R to Q B sq	Castles		
10. B to Q 3rd	P to Q R 3rd		
11. Castles	P takes P		
12. B takes P	P to Q B 4th		
13. P takes P	Kt takes P		
14. B to K 2nd	P to Q Kt 4th		
15. Q to Kt sq	Q to Kt sq		
Wisely keeping out of range of masked batteries.			
16. P to Q Kt 4th	Q Kt to Q 2nd		
17. Q R to Q sq	B to Kt 2nd		
18. Kt to Q 4th	B to Q 3rd		
One has only to compare the postings of Black's Bishops with those			
			White resigns.

It is with the greatest regret that we read in the December issue of the *British Chess Magazine* the valedictory message of its Editor, Mr. T. M. Brown, who after 33 years' management and control finds himself compelled by circumstances to lay down the burden he has so successfully and manfully borne through that long period of time. The most striking evidence of his energy and enthusiasm is to be found in the fact that out of the chess page of a college periodical he evolved what was probably the foremost chess organ in the world, and the small circle of its earliest readers grew under his hands to be one large enough to girdle the earth, for no land beneath the sun was without a contributor to its columns or a supporter of its circulation. The suddenness of Mr. Brown's decision—due to a recent death—unfortunately temporarily suspends the publication of the magazine, but it is hoped this difficulty will be speedily overcome and that the work will be continued; with a new editor indeed, but with one possessing the unabated ardour and spirit of the old one in furthering the interests and maintaining the prestige of our classical game.

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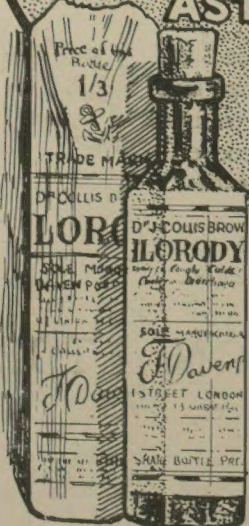
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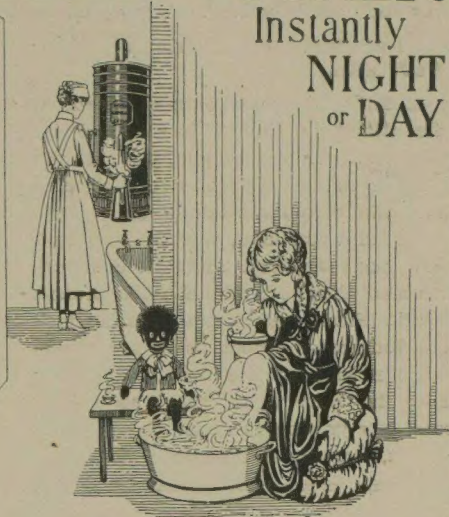
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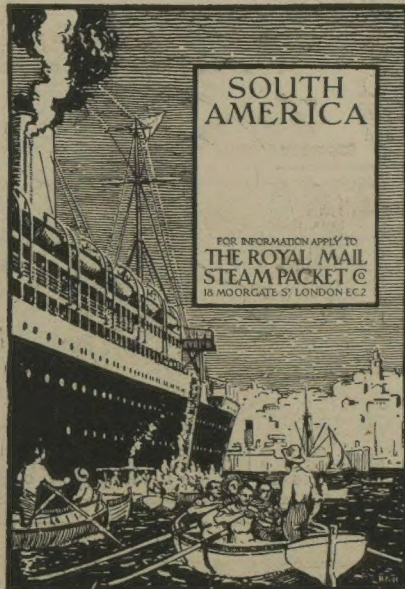
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"IN THE NIGHT," AT THE KINGSWAY.

IT is the intruder in the latest triangle-of-sex story adapted from the French—who is the making of the play and lends it its amusing charm. Apart from him we should have had rather stale material. How often we have met the married temptress, the lover who is careless, and the hard, revengeful husband! But when the novice in love leaves his watch behind for his rival to discover, more than the ordinary consequences of a betrayed intrigue follow by reason of the entry of a burglar—one of the quaintest, wittiest, most impudent rogues ever shown in the theatre. He indeed even gives a novel turn to the complications of a conventional plot, for, finding his loot to consist of notes that can be traced, he carries them to the lover's rooms, where, just as this victim of blackmail has recovered them at a price, they are seized by the police. So, with the lover menaced with a charge of theft, we see the husband taking a sinister revenge and, as examining magistrate, holding a sort of inquiry into a case in which he is vitally and doubly concerned. Here, however, as elsewhere in the tale, it is not the wife, though she, with Miss Jessie Winter happily presenting her, has her moments of fire and neurotic passion; nor the lover, though Mr. Reginald Owen endows him with no little manly sincerity; nor the husband, interesting study in marital jealousy though he is made by Mr. Alfred Drayton—who attracts prime attention, but the elegant, airy, imperturbable intruder, ever at home, always master of the situation, and endowed by Mr. Leslie Faber's art with an arresting and endearing personality. For

once, then, a play of artifice wins acceptance by virtue of a single overpowering character, and Mr. Cyril Harcourt deserves some of the credit for allowing such a character its chance. But the real triumph, of course, is Mr. Faber's in seizing the chance to effect a genuine creation.

"PRINCESS IDA," AT THE PRINCE'S.

Can "Princess Ida" ever have seemed a mere parody of Tennyson's "Princess"—that and nothing more? If so, this, the most lyrical of all Gilbert's operas, must be reckoned a curious instance of time's revenges, for what satire there was has virtually evaporated. But was the notion of travesty ever wholly true? Had we not here from the first a case of the Victorian poet's influence triumphing over the irreverence of the humourist and forcing him more or less consciously to emulation of his fantasy? To-day, at all events, the impression "Princess Ida" conveys is one of engaging ingenuousness. The fun is still there, but we do not so much laugh at the deadly seriousness of its girl graduates as smile benevolently over the whole spectacle of youth in a golden age of innocence. Standing out in high relief from the general masquerade, in which a sex in mere self-assertion defies its sex, are that still delicious pair, Cyril and Melissa. Mr. Derek Oldham, who has been one of the discoveries of the season, and has always shown himself at ease—not in voice alone—in the old Savoyard atmosphere, has for his partner the scarcely less successful Miss Nellie Briercliffe, and their scene of courtship is a revel of harmless merriment. Perhaps it is just as well that Mr. Lytton should have rather less than usual to do as King Gama, for others get the chance—not, perhaps, Mr. Leo Sheffield, who has also a small part as King Hildebrand; but Miss Sylvia Cecil, Miss Bertha

Lewis, Mr. James Hay, Mr. Gordon Cleather, and Miss Marion Brignal—all of whom in their several ways help the pretty story to work its spell over a generation that is familiar with the portent of a lady M.P.

"WHERE THE RAINBOW ENDS," AT THE VICTORIA PALACE.

Among the hardy annuals of the Christmas theatrical season, "Where the Rainbow Ends" has earned for itself high rank, and its periodic reappearance is the more welcome because so many children have a place in its cast, and seem to win enjoyment out of their work. Whether they are elves or water-lilies, whether they sing or dance, they show such vivacity, and strive so enthusiastically for success, that it is obvious the present revival at the Victoria Palace means no tiresome task for them, but an adventure as joyous as it is exciting. Their leader is Miss Stella Bonheur once more; but already this piquant Will o' the Wisp is shooting up in the world. Once more a few grown-ups assist the youthful players as patron saint, dragon, and wicked guardians.

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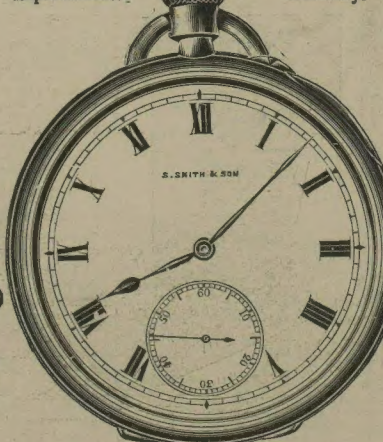
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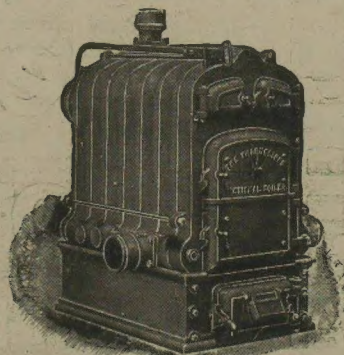
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